CYCLE GUIDE

PREVIEW '86

DECEMBER 1985 $1.75 02763

PREVIEW

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T , Kawasaki 750 turbo, Honda FourTrax 4x4

Stealth Shootout: Radar Detector Comparison

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Now, the incomparable style and prestige of the internationally famous **Carrera Le Mans** helmet, one of Germany's finest, is being offered in this exclusive promotional campaign — not for its $129. retail price — but for an amazing **$79.* each**! Or an even more incredible **$69*** each, for two (2) or more. Either way, it's an absolute **steal**!

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BUT IS IT GOOD?

This helmet reflects the precision German craftsmanship that's made the name **Carrera** synonymous with high quality. Anatomically designed and wind tunnel tested, the **Carrera Le Mans** helmet is made from one of the "new" synthetics called **Polyamide Nylon** (superior to Poly-carbonate) — a rugged material that's impervious to the effects of gas, brake fluid, solvents or cleaners. Each helmet carries a *full one-year warranty*.

This is the same **Carrera** helmet that retails for $129, featured in many enthusiast magazines such as *Cycle*, *Cycle World*, *Rider*, *Motorcyclist*, and *Hot Bike* and has been refered to as one of "**the latest and trickest**." Some of its features are found only on helmets at twice the price. An **anti-scratch / anti-fog face shield** (an optional, extra cost item on other helmets) and patented Magnetic-track shield closure system, to name a few. An adjustable front-to-rear **air ventilation system** and a patented **quick-release chin strap mechanism** that operates with or without gloves on. All this, **plus** vivid contrasting **Carrera Graphics** and plush brushed nylon interior with padded neck roll, for secure fit.

JUST HOW GOOD?

Weighing less than many open-faced helmets, the **Carrera Le Mans** is certified to meet or exceed tough U.S. and International government safety standards, including **S.H.C.A.** and **D.O.T.** requirements. It's even approved for use in **A.M.A. — sanctioned, motorcycle competition events**.

HOW DO I GET ONE?

These new **Carrera Le Mans** helmets will not be sold at these prices by this company in any store. To order one, select your size from the chart below, choose color(s) (black, red, white) then write us directly or call our **Toll-Free Hotline** (have your credit card ready).

Carrera Sizing Chart	
Head Measure	**Helmet Size**
21¼"-21⅝"	Small
22"-22½"	Medium
22¾"-23¼"	Large
23½"-24⅛"	X-Large

ORDER NOW!

$79.00* for one (1) or $69.00* each for two (2) or more (limit four (4) per customer). Add $4.90 shipping and handling per helmet ordered. California residents add 6½% sales tax. Please note: **Carrera** helmets are shipped with D.O.T. required clear shields. Replacement (anti-fog / anti-scratch) shield in clear or tint only $12.95.

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*These special prices good only thru June 30, 1986.

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ON THE COVER:
Assembled before you is the team roster for Motorcycling '86—a diverse collection of fast runners, slow pitchers and hard hitters, all designed to keep you on the edge of your seat for the upcoming season. Turn to page 17 for up-close and personal profiles of next year's star performers.

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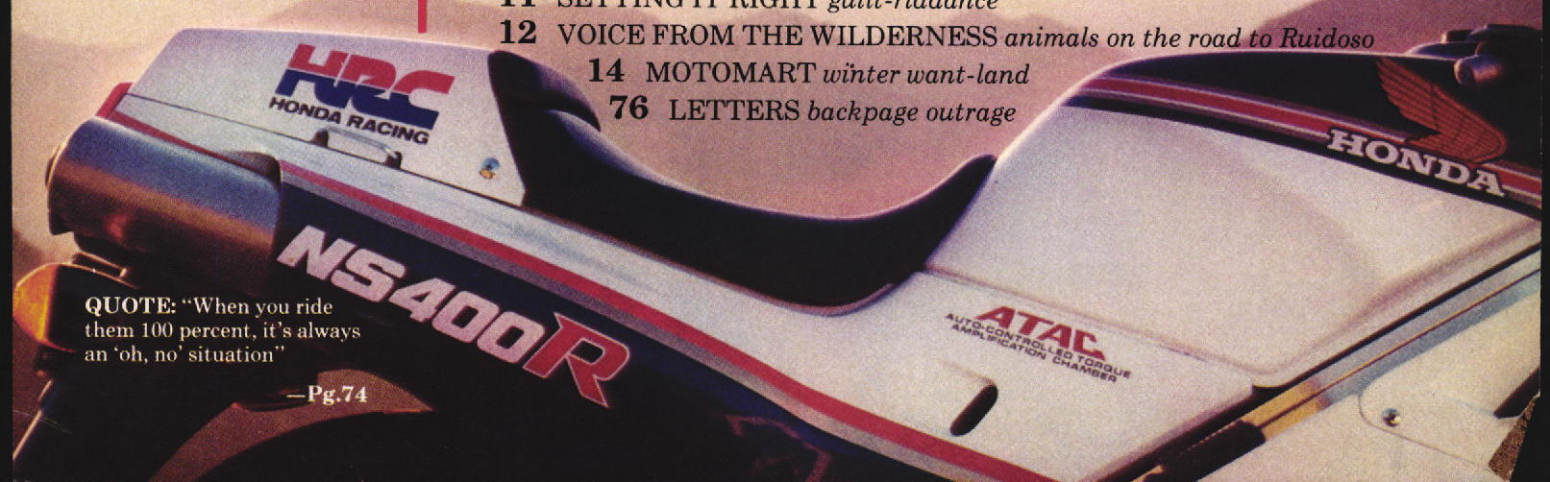

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—Pg.74

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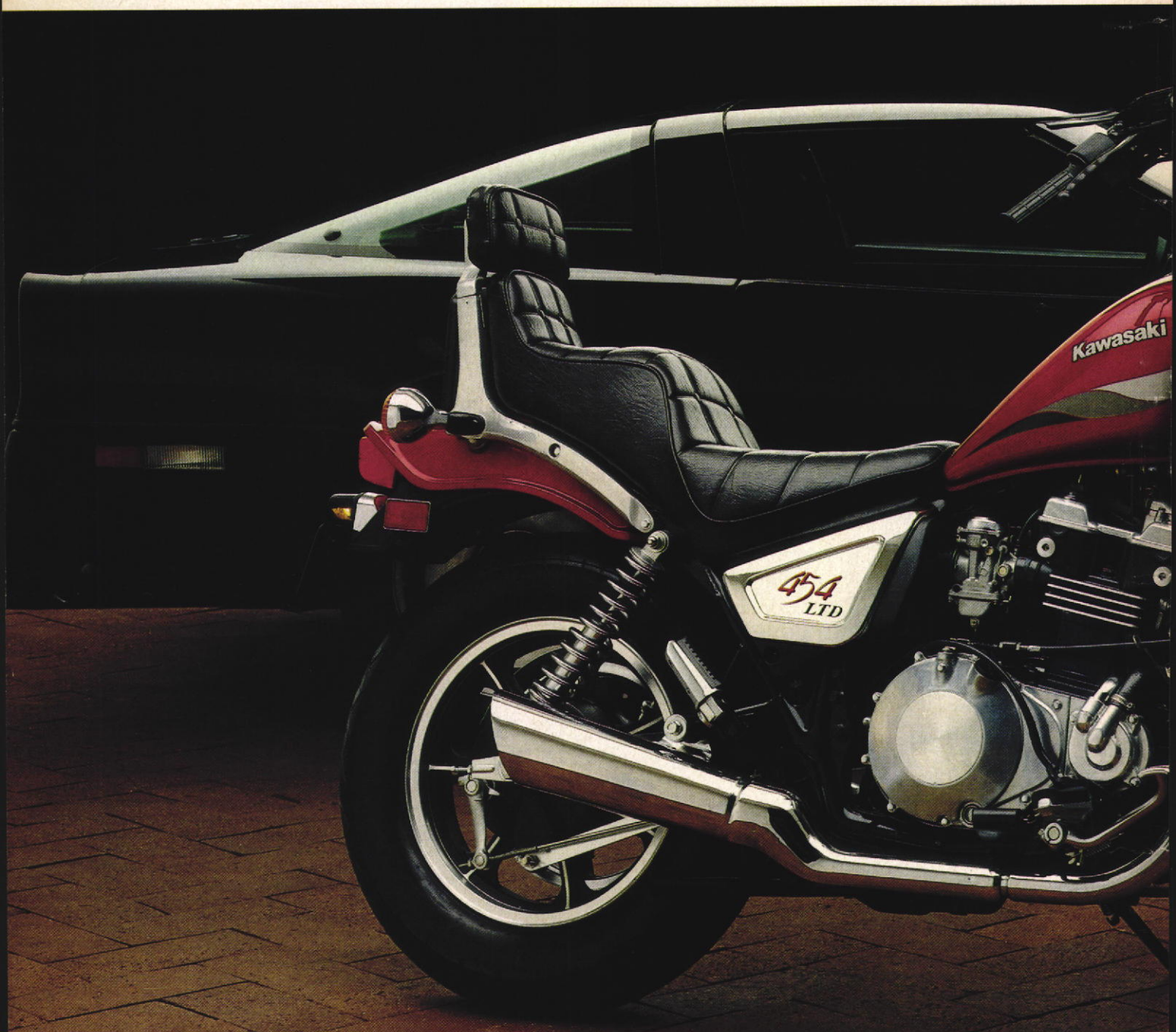

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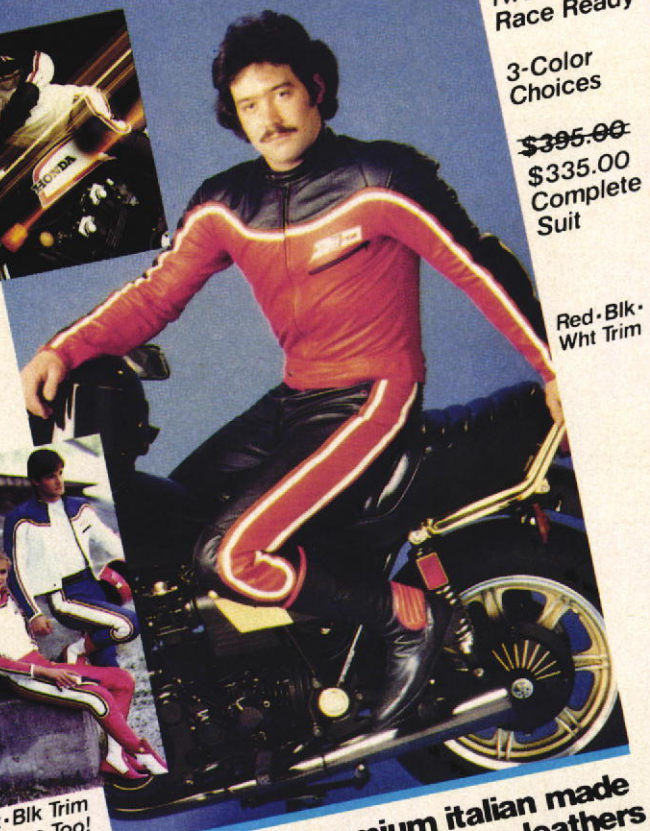

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OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	RAKE/TRAIL, DEGREES/INCHES	GEARS
Cagiva WRX 250-'84	August '84	Enduro	Two-stroke	11.1/11.6	232	30.0/4.65	6
Cagiva WMX 250-'84	January '84	Motocross	Two-stroke	11.9/12.7	221	28.0/4.65	6
Can-Am 320 Trials-'84	October '84	Trials	Two-stroke	4.8/4.5	205	25.5/3.00	6
Honda ATC250R-'84	May '84	ATV	Two-stroke	8.8/8.0	311	N/A	5
Honda ATC350X-'85	September '85	ATV	Four-stroke	8.0/7.0	324	23.0/1.4	6
Honda FourTrax 4x4-'86	Nov./Dec. '85	ATV	Four-stroke	4.1/4.6	570	3.0/0.5	5
Honda CR125R-'84	April '84	Motocross	Two-stroke	11.2/12.3	195	27.2/4.29	6
Honda CR250R-'84	February '84	Motocross	Two-stroke	11.7/12.2	216	26.7/4.13	5
Honda CR500R-'85	February '85	Motocross	Two-stroke	11.6/12.3	232	27.5/4.41	5
Honda XR200R-'84	August '84	Enduro	Four-stroke	9.9/9.6	235	26.0/4.13	6
Honda XR600R-'85	October '85	Desert	Four-stroke	10.9/11.4	284	28.0/4.65	5
Husqvarna 250WRX-'85	August '85	Enduro	Two-stroke	11.8/12.5	239	27.0/4.72	6
Husqvarna 400WR-'84	July '84	Enduro	Two-stroke	11.0/11.2	242	28.5/5.16	6
Husqvarna 500CR-'85	April '85	Motocross	Two-stroke	11.9/12.9	235	27.0/4.72	4
Husqvarna 510TE-'85	March '85	Enduro	Four-stroke	10.6/11.9	263	28.5/5.16	6
Kawasaki KDX200-'84	August '84	Enduro	Two-stroke	10.0/10.9	214	28.0/4.76	6
Kawasaki KX125-'84	April '84	Motocross	Two-stroke	11.7/12.2	195	27.5/4.57	6
Kawasaki KX250-'84	February '84	Motocross	Two-stroke	11.6/12.3	220	28.5/4.65	5
Kawasaki KX500-'83	May '83	Motocross	Two-stroke	11.7/11.9	232	29.0/4.80	5
Kawasaki KXT250 Tecate-'84	May '84	ATV	Two-stroke	8.6/8.2	319	N/A	5
Kawasaki KLR600-'84	September '84	Dual-purpose	Four-stroke	9.2/8.3	322	29.5/4.80	5
M-Star 250 Supercross-'84	Nov./Dec. '84	Motocross	Two-stroke	11.7/12.7	230	27.0/4.72	5
Suzuki Quadracer 250-'85	May '85	ATV	Two-stroke	7.2/8.1	326	N/A	5
Suzuki Quadrunner 250-'84	October '84	ATV	Four-stroke	1.0/N/A	384	N/A	5
Suzuki RM125-'85	May '85	Motocross	Two-stroke	11.4/11.8	202	29.0/4.84	6
Suzuki RM250-'84	February '84	Motocross	Two-stroke	11.8/12.9	220	27.8/4.41	5
Yamaha BW200-'85	April '85	Trail	Four-stroke	6.3/6.6	249	27.3/3.46	5
Yamaha IT200-'84	August '84	Enduro	Two-stroke	10.0/10.6	211	28.0/4.53	6
Yamaha TT600-'85	October '85	Trail	Four-stroke	11.3/10.7	283	28.0/4.65	5
Yamaha TY350-'85	July '85	Trials	Two-stroke	6.5/4.8	193	23.0/1.93	6
Yamaha XT250-'84	Nov./Dec. '84	Dual-purpose	Four-stroke	9.7/7.9	266	28.3/4.60	6
Yamaha YZ125-'84	April '84	Motocross	Two-stroke	11.9/12.3	194	27.7/4.57	6
Yamaha YZ250-'85	June '85	Motocross	Two-stroke	11.5/12.3	219	28.0/4.69	5
Yamaha YZ490-'84	June '84	Motocross	Two-stroke	11.3/12.7	227	28.5/4.72	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW K100RS-'84	October '84	4I/G	987.2	12.381/109.48	133	532	39–54	139
BMW R80-'85	September '85	2C/G	782.5	13.357/98.36	114	439	37–52	148
H-D FXRS Low Rider Sport-'86	Nov./Dec. '85	45 deg. 2D/H	1337.7	13.654/96.25	115	592	31–50	132
H-D FXRT Sport Glide-'85	October '84	45 deg. 2D/H	1337.7	14.180/90.36	92	640	28–51	126
H-D XLH 883 Sportster-'86	September '85	45 deg. 2D/F	882.9	14.045/92.40	106	467	37–67	131
H-D XLH Sportster-'85	February '85	45 deg. 2D/F	997.6	13.742/95.94	111	490	43–58	146
Honda Gold Wing Ltd Ed.-'85	March '85	4C/G	1181.9	13.346/98.36	113	810	37–45	134
Honda NS250R-'85	May '85	90 deg. 2D/F††	249.3	13.091/101.58	121	339	27–38	135
Honda NS400R-'85	October '85	90 deg. 3D/F††	387.4	12.324/108.69	125	392	25–45	135
Honda VF500F Interceptor-'84	July '84	90 deg. 4D/F	497.6	12.484/106.00	126	419	33–48	123
Honda VF700C Magna-'85	August '85	90 deg. 4D/G	698.9	12.390/108.82	128	520	34–47	131
Honda VF700F Interceptor-'84	October '84	90 deg. 4D/F	698.9	12.323/106.50	124	512	37–48	136
Honda VF700S Sabre-'85	January '85	90 deg. 4D/G	698.9	12.358/109.09	121	514	28–48	136
Honda VF1000R-'85	July '85	90 deg. 4D/F	998.4	11.308/121.78	149	578	20–42	135
Honda VT1100C Shadow-'85	June '85	45 deg. 2D/G	1099.2	13.022/100.33	112	560	33–44	127
Honda V65 Magna-'85	February '85	90 deg. 4D/G	1098.0	11.440/118.42	142	566	34–46	133
Kawasaki 454 LTD-'85	September '85	2A/H	454.1	13.386/97.08	102	427	37–53	125
Kawasaki GPz550-'85	March '85	4A/F	553.8	12.478/104.89	121	432	44–54	137
Kawasaki GPz750 turbo-'85	Nov./Dec. '85	4A/F	739.0	11.441/118.89	141	532	40–54	135
Kawasaki GPz1100-'84	May '84	4A/F	1089.9	11.312/120.80	145	560	24–48	120
Kawasaki Eliminator-'85	April '85	4A/G	908.2	11.405/117.49	134	569	22–41	131
Kawasaki Ninja-'85	August '85	4A/F	908.2	11.175/123.79	151	535	32–41	131
Kawasaki Ninja 600R-'85	March '85	4A/F	592.6	12.124/109.09	135	448	40–48	135
Laverda RGS 1000-'84	December '83	3A/F	980.8	12.565/106.50	130	556	25–40	140
Suzuki GS550ES-'85	May '85	4A/F	572.3	12.551/106.50	119	447	33–48	133
Suzuki GS700E-'85	January '85	4A/F	699.5	11.978/112.21	125	485	27–53	140
Suzuki GS1150E-'85	June '85	4A/F	1135.4	11.032/121.78	146	529	30–55	138
Suzuki GV700GL Madura-'85	Nov./Dec. '84	82 deg. 4D/G	698.5	13.307/102.15	111	546	23–45	143
Suzuki GV1200GL Madura-'85	February '85	82 deg. 4D/G	1165.9	11.364/117.18	140	576	28–45	131
Suzuki GV1400GD Cavalcade LX-'85	August '85	82 deg. 4D/G	1360.4	12.881/101.12	115	806	24–49	155
Suzuki RG500 Gamma-'85	October '85	Square-Four/F††	498.5	11.991/113.20	N/A	374	22–42	134
Suzuki VS700GLF Intruder-'85	July '85	2D/G	699.7	12.998/101.01	112	442	44–63	132
Yamaha FJ1100-'85	April '85	4A/F	1097.6	11.002/123.28	147	543	30–47	138
Yamaha FZ750-'85	June '85	45 deg. 4A/F	749.6	11.317/118.57	140	485	31–50	129
Yamaha Maxim X-'85	May '85	4A/G	697.3	11.779/113.63	121	505	25–47	135
Yamaha RZ350-'84	July '84	2A/F††	347.4	13.529/97.61	111	357	26–53	122
Yamaha RZV500R-'84	October '85	4D/F††	499.7	12.409/107.52	134	422	25–53	147
Yamaha Venture Royale-'84	March '84	70 deg. 4D/G	1197.6	12.759/101.46	124	752	37–53	137
Yamaha V-Max-'85	May '85	70 deg. 4D/G	1197.6	10.922/127.47	151	596	23–32	137
Yamaha XV1000 Virago-'85	October '85	75 deg. 2D/G	981.0	12.993/101.59	111	507	33–47	132

*__A__-Transverse, __B__-Vertical (single-cylinder only), __C__-Horizontally Opposed, __D__-Tandem Vee, __E__-Transverse Vee, __F__-Chain Final Drive, __G__-Shaft Final Drive, __H__-Belt Final Drive, __I__-Horizontal Longitudinal; † indicates a calculated top speed; †† indicates a two-stroke engine

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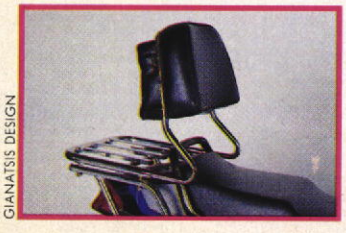

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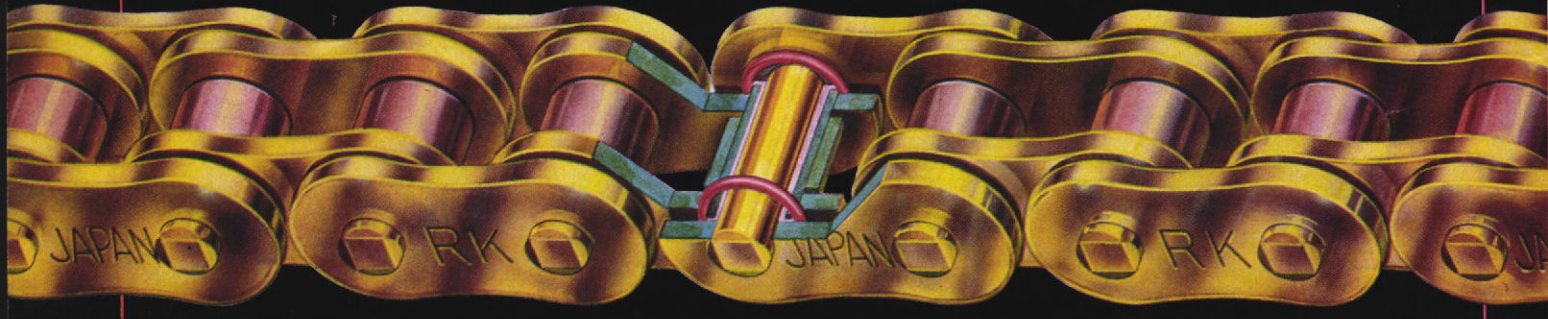

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Setting It Right

Preaching By The Converted

A sermon about you and your mount.

• I have just been doing something that I had not done for a long time. I have been riding a motorcycle just for the pleasure of riding it.

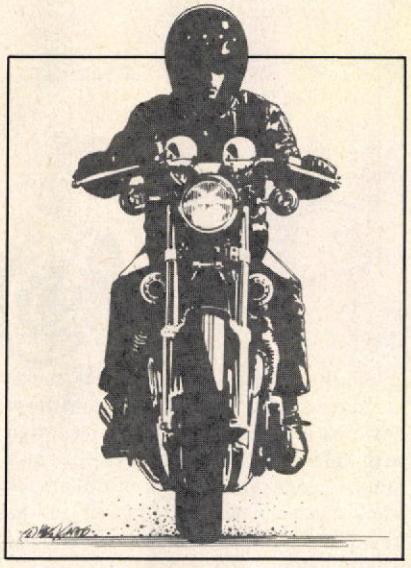
Perhaps that shocks you; what an admission to make in pages so wholeheartedly dedicated to the remorseless enthusiasm of those who will not or cannot think of anything but motorcycles! Yet I feel no remorse; to me, riding just for the sake of it was generally as despicable as to eat just for the sake of eating. The carelessly committed glutton will find that aimlessly stuffing himself is bad for the health. So is aimless motorcycling.

To tell the truth, it was something I found very difficult to do. At least the belly-crammer can make a start; only when he has used up his appetite or capacity does he discover some loss of communication between his eyes and his salivary glands. In contrast, until recently not even the most mouth-watering motorcycle could tempt me to make a start unless I could first establish some objective to be realized. If I didn't know what I wanted to do, how could I decide how to do it?

A ride is a problem; a journey is the end of that problem. Knowing that I have a reason to go to a specific place gives some point to the undertaking; all I need to know thereafter is how much time to allow for the trip. Then, and only then, the structure is complete; the last links drop into the critical-path analysis, and I can go. I know how fast to go, I can estimate the value of going faster, or the cost of going slower, or even the importance of arriving. I know whether to keep the engine around its power peak, its torque peak, or within some low-thirst loop; whether to corner as fast as I dare, or merely as fast as I like. To me, motorcycling had to be purposeful.

It grows distressingly erratic when bereft of purpose. There is no continuity where there is no purpose, no rhythm where there is no theme. When one is balanced on some brink of adhesion and control, fully committed to the negotiation of a hazardous corner at the greatest possible rate, it upsets one's negotiations quite considerably if the question *"Why am I doing this?"* comes to mind just as the toes come to the road surface. Doubt might be the handmaiden of truth, but it impairs concentration disastrously, and when on two wheels one should never be in doubt.

Accordingly, whatever the putative delights of any motorcycle, I did not go out



riding it unless I actually had to go somewhere. Riding round and round in racetrack circles is like conscientiously masticating one's food—virtuous, no doubt, but how do you decide when to stop? Let chance or my diary dictate a destination, and I would be happy to stop when I arrive there, however blissful the ride.

Going for a ride with friends was out of the question. A couple of chums used to urge me to join them on their regular Sunday-morning jaunt; they were vague, however, when I asked them for particulars. There was this road, apparently, which had lots of different corners, some long bends and some pretty views. And then what? Then they would stop, tell a few lies, and come back the same way.

I tried it. I went with them and that is exactly what they did. So I made excuses for subsequent Sundays, as convinced as ever that motorcycling is a strictly solitary activity, since no two people can ever share exactly the same purpose. If I had to make a private visit to some place a couple of hundred miles distant, or if I had to nip down the road to post a letter, whatever bike was in the garage could be brought out of it. If not, it could jolly well stay there.

What an admission to make! Have you ever heard anything so crassly indifferent to the true joys of motorcycling? Don't you think that motorcycling is pure fun, to be enjoyed for its own sake? Do you not consider it perfectly sufficient to pit yourself and your mount against the crinkles and indentations of your favorite canyon? Don't you enjoy the camaraderie of group riding, like the team spirit of a finger-four of fighters flying into battle? Do you not feel adequacy of purpose in roving the roads to look for rivals whom you can outcorner, outdrag, outsmart?

Yes, I thought you would. It is people like you who give motorcycling a bad name, who go cluttering the roads up and generally making the place look untidy. Dirt is matter in the wrong place; people who are on the highway without actually going somewhere are. . . .

Oh, how I used to rant on and on about such behavior! I shall have to stop, for I am guilty now of indulging in it myself. I have been riding nowhere, slow or fast as the mood took me or the road invited, fabricating challenges, attracting attention, stealing advantages, shocking good Sunday-afternoon citizens, and being utterly selfish. What is more, I enjoyed it enormously.

What got into me? What was under me is more to the point. Honda had lent me a new NS400R, carefully broken in by two works riders, Messrs. Haslam and Gardner, who said it handles better than their racers, and that they could only get anything to touch down when cornering with a passenger on the back. No way would I seek to prove them wrong, a task that probably only Messrs. Dunlop and Spencer could perform. I was very happy doing what I could, and invariably finding that the little Honda could do it too. An inch or two of toe-twitch at the pedals or finger-play at the levers was all the work I had to do; that revivifying little machine did all the rest.

Nearly all. Unfortunately, I had to kick it to make it go; evidently the thought of another 20 pounds of weight was too objectionable for an electric starter to be included. So when I had to wait at a gated crossing for a train that was a long time coming, I just let the engine idle. It did, at an imperturbable 1300 rpm, for minutes on end, and it pulled away afterwards as clean as a whistle. When I chose to potter through country lanes, I did so at a comfy 2000 rpm in any gear; when I felt impelled to cry havoc and let loose the dogs of as many gears as I could successively engage, it shrieked past 10,000 with just as little temperament. A two-stroke, forsooth! If two-strokes can be like this, the world has become a different place.

I cannot remember what roads I took. I have no idea why I took them. I only know that I set out to do some window-shopping in the next town, and eventually came back wishing to buy one more motorcycle. I know that I had to refuel it several times. I know that I never exceeded 132 mph, and never felt any lack of brakes. I know that I have never cornered quicker, and after examining the chassis, I think I know why. What I would like to know is: What will become of my Sundays? —*L.J.K. Setright*

A Voice In The Wilderness

Revival at Ruidoso

In search of the perfect chicken-fried steak.

• Despite developments like tailored pastel leathers, quiet exhaust systems, millions of good deeds by Gold Wing riders, and the best efforts of public relations men, some of us motorcyclists are still just a bunch of animals. If you need convincing, you need look no further than a bunch of the guys I ride with. We exhibit animal behavior of an almost primal nature, albeit only once a year. It's not the rowdy hell-raising of which bad B-movies are made, but it's animal behavior just the same.

Just like the swallows returning to Capistrano, and the buzzards coming to Findlay, Ohio, every year my friends and I feel compelled to swarm into Ruidoso (roo-ee-doe-so), New Mexico, on thumping, old two-cylinder Italian and German bikes (and an infidel or two on the odd multi-cylindered Japanese rocket), in October. We stay for the weekend and then head home, satisfied. Our migratory behavior doesn't seem to have anything to do with Ruidoso, the town or the event, though. It's the former site of Aspencade, a gathering of touring riders, and it remains a full-dress touring riders' kind of rally. But none of us cares. For us, it was always the *getting there* that was important—not merely the destination.

The aging buzzards I make this yearly pilgrimage with start getting twitchy around Labor Day. We suddenly start looking through closets for cold-weather riding gear on days when the temperatures here in the Southwest desert are still close to 100. And we'll get glazed looks in our eyes and wander out to the garage to change the bike's oil, putting in winter-weight stuff we won't need here for months. Of course, we don't talk about our behavior—or what it means—to anyone. We might not even realize we're doing it; it just kind of sneaks up on us. But then, as the first of October draws near, we'll probably drop by fellow rider Mick Frew's motorcycle shop for some parts we don't need. Mick understands; he's been going on the Ruidoso migration for years.

We'll hang around with Mick and his wrenches after work, drink a few beers and tell lies. We might even mention that magic destination—which everybody seems to mispronounce ree-ah-do-so, even though we know better. Mick's shop is one of those old-fashioned motorcycle shops with ugly vinyl tile floors,

greasy fingerprints on the parts racks, mechanics who have tattoos and have never eaten quiche, and walls decorated with calendars I couldn't describe in a family magazine. The atmosphere at Mick's is such that if I'm not in the mood for Ruidoso when I get there, I am when I leave.

Still, our reasons for this annual migration aren't entirely clear, even to us. It's one of life's mysteries, and nobody understands it any more than they understand why kids all seem to know instinctively what day the kite, yo-yo and baseball seasons start. We're not widely recognized as animals, so the National Geographic Society isn't interested in getting to the bottom of it, and the scientists don't care why we go. (Some of our wives and girlfriends do, however.)

Maybe we're just craving four days of chicken-fried-steak-and-mashed-potato-neon-sign-diner cuisine. Or maybe we're just sating some urge to return to adolescence, because motorcycles have been important to us all for a long time. There aren't any guys in the group who weren't already in serious motorcycle lust when Triumph Bonnevilles were about the fastest thing around and Honda 305cc Super Hawks were technological wonders. Motorcycles helped get many of us through adolescence; it's a common bond.

There are other factors, of course, but they still don't explain. Sure, we enjoy each others' company immensely during the four-day trip. But most of us never see each other throughout the rest of the year, and, other than the common bond of motorcycling, our backgrounds aren't strikingly similar. We are mechanics, lawyers, real estate agents, shopkeepers, writers and social workers. And while the Ruidoso run is admittedly a nice outlet for our rowdier sides, it's not like we can't—or don't—regularly run amok individually closer to home whenever the mood strikes.

I'm not sure I'll ever know exactly what it's all about. But I do know that the instinct is strong. Guys will put their families on a beans-and-toilet-paper budget for a couple of weeks to save money for new tires, and they'll take the heat that comes from missing kids' birthdays, their own wedding anniversaries and important business at work to make the ride. Some even resort to lying to the boss every year in order to go. When the honcho finally notices that so-and-so comes down with the four-day flu the first weekend of October every year and returns with bugs in his teeth, the thing might get ugly. Still, I don't think that will stop any of us.

Occasionally, though, some guys haven't been able to go. As we've gotten older (most of us are aging baby boomers), we have taken on more responsibilities and had to miss a year. Even so, those lapses were rare. Then something strange happened; only two guys made it last year, and I wasn't one of them. I could blame it on flooding; several days of heavy rain had closed some roads, and covered others with debris not conducive to triple-digit speeds. But the risk never stopped us before; we've made the trip even though guys have crashed on the way and wound up spending months in the hospital. We even kept going after the organizers of the Ruidoso rally (which the rest of the world called Aspencade) moved it elsewhere.

I view missing the ride last year as a coincidence. If anything, staying home that October made me more sure than ever that the instinct is alive and well. I was miserable for a few days and felt kind of empty for a couple of months afterwards. I'm going this fall, and I'm sure I won't be alone.

I want to eat chicken-fried steak in every greasy spoon between here and there. I want to pull over alongside the twisting mountain road when I'm tired, drink too many shots of bourbon and schnapps and be woken up by a suspicious sheriff's deputy in the middle of the night. I want to follow Pat Palmer's punched-out Ducati SS through every twisty until I can't see his helmet anymore, I want to pull into Joe Bill's lodge in Ruidoso and drain a six-pack with him, and I want to do it all again the year after. And I don't care why.

—Dan Sorenson

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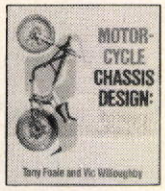

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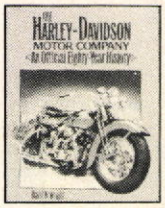

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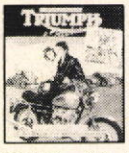

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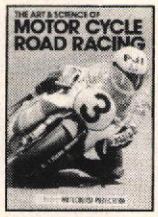

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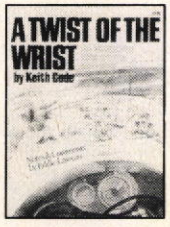

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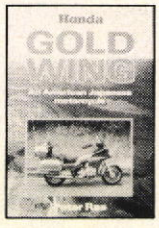

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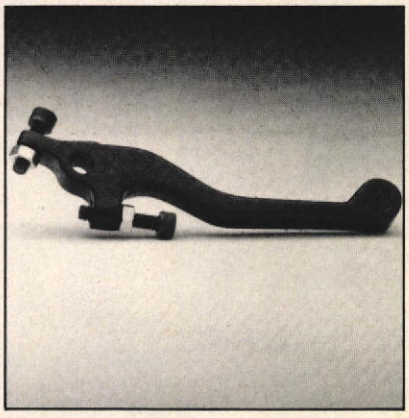
Top Eliminator: Kawasaki styled its Eliminator to look like a Pro Stock drag bike, but you can add new class—like Top Fuel class—to the Eliminator with Targa Accessories' fiberglass Dragstar body pieces. The Dragstar parts include a tail section, fairing, front wedge and fork foils, all available in black or red to match stock Eliminator colors. Suggested retail prices are $349.95 for the tail section, $199.95 for the fairing, $129.95 for the front wedge and $18.95 for a pair of fork foils. Get more information from Targa Accessories Inc., Dept. CG, 10 McLaren, Suite B, Irvine, California 92714.



Braking Away: All men might be created equal, but they don't stay that way, especially when it comes to hand size. In recognition of that, Gold Belt Line offers its aluminum Dehandler adjustable front brake lever for hydraulic brakes. Gold Belt's Dehandler features a pair of adjustment screws for a range of lever positions, and it's available for 1983–85 Honda XLs and ATCs with front disc brakes, for a suggested retail price of $10.45. To get your hands on a Dehandler, see your motorcycle dealer, or get a hold of Gold Belt Line Inc., Dept. CG, 7045 Darby Ave., Reseda, California 91335.

Hit the Road, Jack: When Jack Frost isn't nipping at your nose, he's out in the garage reducing the octane rating of your motorcycle's gas to that of Diet Pepsi. But you can send Jack packing with Stor-N-Start Gasoline Stabilizer. Stor-N-Start keeps fuel fresh during storage, the manufacturer claims, prevents oxidation and the buildup of harmful deposits, and is available in 4-ounce, 8-ounce, pint, quart, and gallon sizes. Suggested retail price for the 4-ounce size is $3.49, and you can order direct from Marine Development & Research Corp., Dept. CG, 116 Church St., Freeport, New York 11520.

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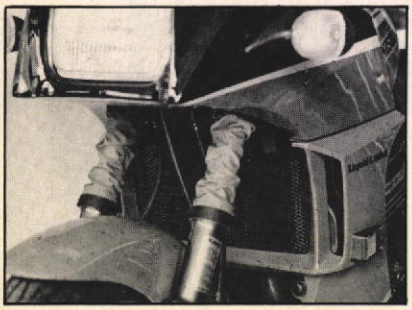
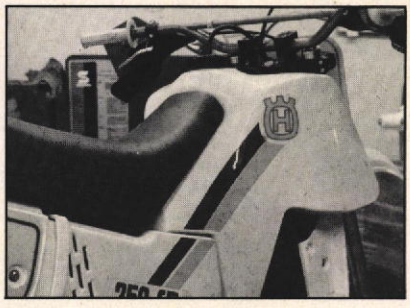
CHAIN SAWS • SNOWMOBILES
POUR IN GAS TANK THIS FALL FOR INSTANT STARTS NEXT SPRING
MDR STOR-N-START

Cover Story: Fork tubes work in shocking conditions; rocks, dirt and debris gouge and pit their chrome finish, leading fork seals to an early demise. But there's a way to avoid that tragedy, with Pacific Tempo Designs' Guarders. Made of Cordura nylon, the Guarders attach to your bike's fork tubes using hose clamps and Velcro. Guarders come in red, blue or black and have a suggested retail price of $29.95 per pair. Get your guard up—contact Pacific Tempo Designs, Dept. CG, 1827 Haight St., Suite 164, San Francisco, California 94117.





I'd Walk a Mile for a Gallon: Desert riding is a gas, unless you run out of it—gas, that is, not desert. You can avoid finding yourself on foot in the middle of the outback, however, with Husky Products' 4.5-gallon molded plastic gas tank. The tank fits '83–86 Husqvarnas, with a mounting kit required for '83 and '84 models. Suggested retail price is $99.95 for the tank and $33.95 for the mounting kit. Get yours from Husky dealers, or contact Husqvarna Motorcycle Co. Inc., Dept. CG, 4925 Mercury St., San Diego, California 92111.

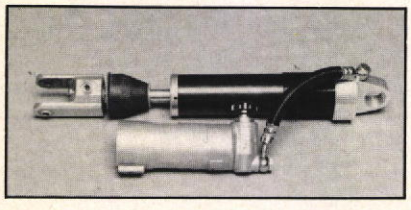
Carrera Mia: Carrera is a familiar name on goggles and sunglasses, but the latest item to sport that name tops them both. The Carrera helmet uses a polyamide shell with flow-through vents, and the interior features a padded neck roll and a quick-release buckle. Carrera's helmet also has a scratch-resistant anti-fog shield with a magnetic closure. Available in black, red or white, the DOT-approved Carrera comes in sizes S–XL for $79 each from Carrera Helmets, Dept. CG, 3857 Birch St., Newport Beach, California 92660.

Motomart

The Heat's On: Even when it's cold outside, the tires on heavily loaded touring bikes take a lot of heat. That's why Michelin's new Hi-Tour touring tire is made with styrene butadiene, a compound Michelin claims withstands heat better than conventional rubber compounds. In addition, the Hi-Tour's carcass is made of three layers of nylon and two layers of Kevlar, which Michelin says provides outstanding mileage. The Hi-Tour is available in both front and rear sizes for most popular touring bikes, and to find out more, contact Michelin Tire Corp., Dept. CG, 2 Patewood Court, Greenville, South Carolina 29615.

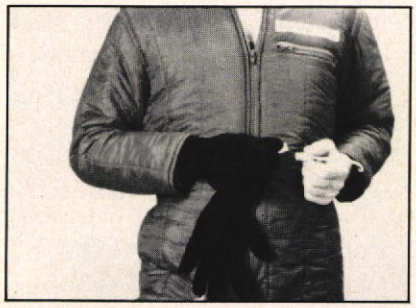
I'll Seat You in My Dreams: If a long day in the saddle of your GL1200 Gold Wing leaves you dreaming of a more comfortable seat that night, Corbin's three-piece saddle might be your dream come true. It's made of cast urethane foam padding covered with Naugahyde and leather, and features backrests for both rider and passenger. What's more, the rider's backrest is adjustable, and features a storage pouch for the passenger. The complete saddle, with leather inserts, sells for $439 and can be ordered direct from Corbin, Dept. CG, 123-C Lee Road, Box 1562, Watsonville, California 95077.

Saddle Up, Pardner: Next time you take your iron horse out for a gallop, pack your gear in Vanson's Traditional saddlebags. These bags are made from oil-tanned leather with solid brass rivets and buckles. Each bag measures 16 inches by 12 inches by 4 inches, and with the adjustable top laces, you can hang 'em low or you can hang 'em high. Available in black or brown, Vanson's bags have a one-year warranty and a suggested retail price of $158. For more information, send off a letter—via pony express, of course—to Vanson Leathers, Dept. CG, 58 Thayer St., Boston, Massachusetts 02118.

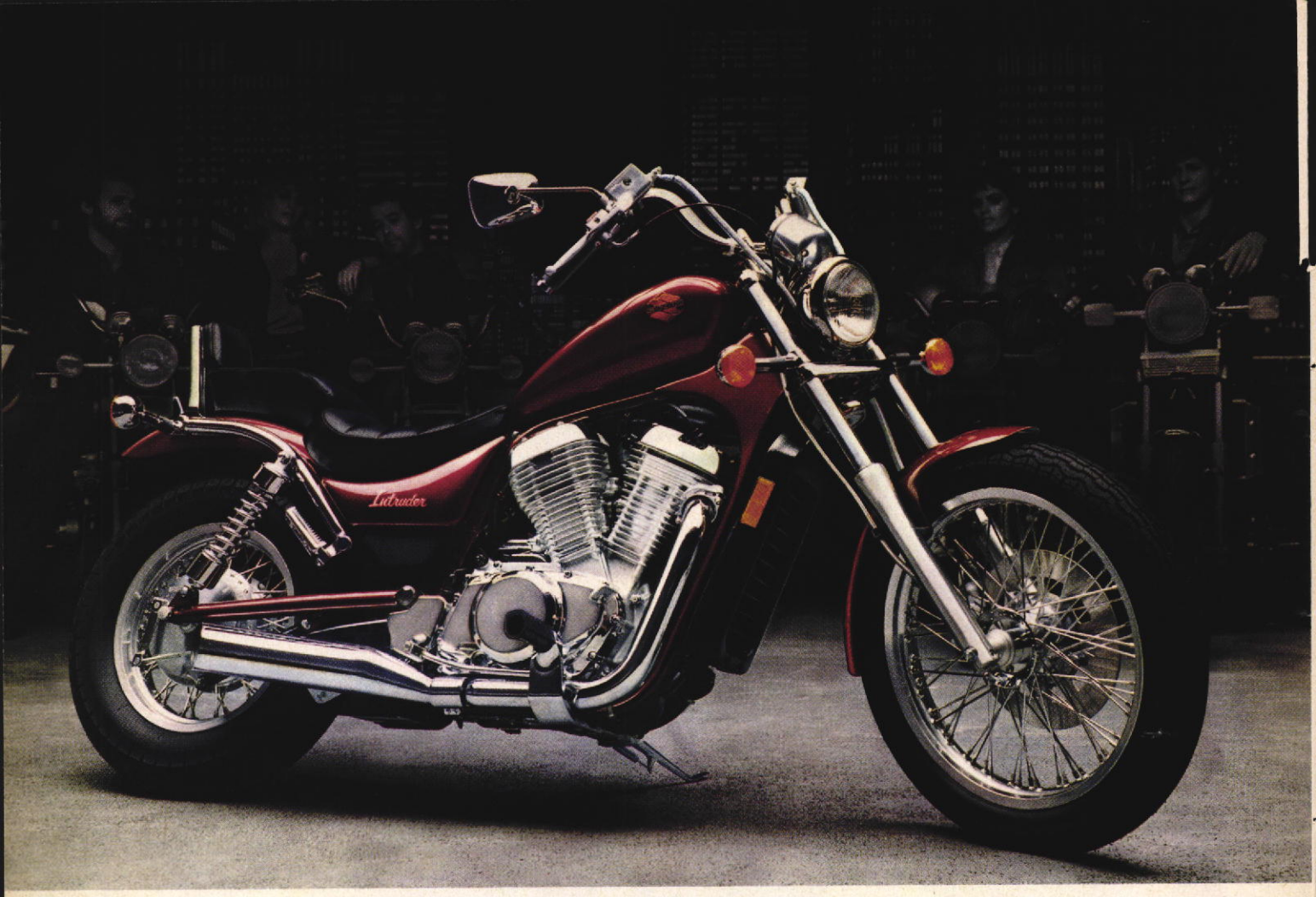


Steel Yourself: You might be tantalized by trick factory bikes made of exotic metals so light they have to be tied down so they don't float away, but HT Racing wants to renew your faith in good old steel. HT claims its steel shock bodies outperform aluminum-bodied KYB, Showa and Yamaha shocks by expanding less from heat, thus preventing piston blowby and providing more consistent damping. HT has steel shock body kits for all single-shock Honda, Kawasaki, Suzuki and Yamaha motocross machines, for a suggested retail price of $119. For more information contact HT Racing Performance Products, Dept. CG, 1120-G Cypress, La Habra, California 90631.

Suited to the Cold: One way to keep warm on winter rides is to bundle up until you look like the Hindenburg. Centurion has an alternative, though: the Thermotex heated suit. This quilted nylon suit hooks up to your bike's battery, and has an optional temperature control. The Thermotex is available in royal blue, with a suggested retail price of $159.95 and $29.95 for the temperature control. Warm up to a Thermotex from Centurion Ltd., Dept. CG, 18146 Sherman Way Blvd., Bldg. 5, No. 22, Reseda, California 91306.



Cow Shirt: Some cows will give you the shirt off their back—or the shirt made out of their back, in the case of Langlitz's custom-made leather shirt. The Langlitz garment uses a water-resistant cowhide, and features a laced front with a wind flap, cloth lining, and zippered sleeves and sides. The shirt is available in black or brown, for a suggested retail price of $225; extra-cost options include alternate colors, zippered neck and pockets, and goatskin instead of cowhide. To find out more, contact Langlitz Leathers, Dept. CG, 2443 S.E. Division, Portland, Oregon 97202.



THE DIFFERENCE BETWEEN OUR CRUISER AND THEIRS IS AS PLAIN AS BLACK AND WHITE.

They could see it as soon as I rode my new Suzuki Intruder into town.
No other cruiser looks as custom.
No other V-twin sounds this mean.
No other streetbike had ever grabbed their attention like my Intruder.
Chrome on chrome on chrome.
From its headlight right down to its 60-spoke wheels, Intruder is mean, clean and classic.
And underneath Intruder's heart-thumping good looks Suzuki packed the leanest 45° V-twin on the road.

That's what grabbed my soul.
'Cause when I'm riding my Intruder I become an Intruder. It's like we were made for each other.
Like we're one single moving part.
Man, the difference between my Intruder and every other bike on the street is as plain as black and white.

THE 1986 INTRUDER VS700GL:
699cc, 4-stroke, liquid-cooled, 45° V-twin, 8-valve TSCC. Maintenance-free automatic cam tensioners and electronic ignition. Low maintenance hydraulic clutch, smooth shaft-drive. Seat height, 27.″
Intruder is also available in black with flat or pullback handle bars.

Suzuki wants every ride to be a safe one. Always wear a helmet, eye protection and riding apparel. Call the Motorcycle Safety Foundation at 1-800-447-4700 for a riding course near you.

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A GLIMPSE OF THE FUTURE:

86 PREVIEW

An exclusive showing of fast-lane fashions.

BY JIM MILLER

Never mind the calendar; 1986 is here already. If you doubt that, just take a peek at the harbingers of the new year we've assembled on the following pages. BMW, Cagiva, Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha have all conspired to bring in the new year a few months early, and as willing confederates we've gone along with the ploy. But even a cursory glance will let you know the reason for the rush; this year brings in some of the most exciting hardware yet, with progress in every facet of motorcycling, on street and dirt.

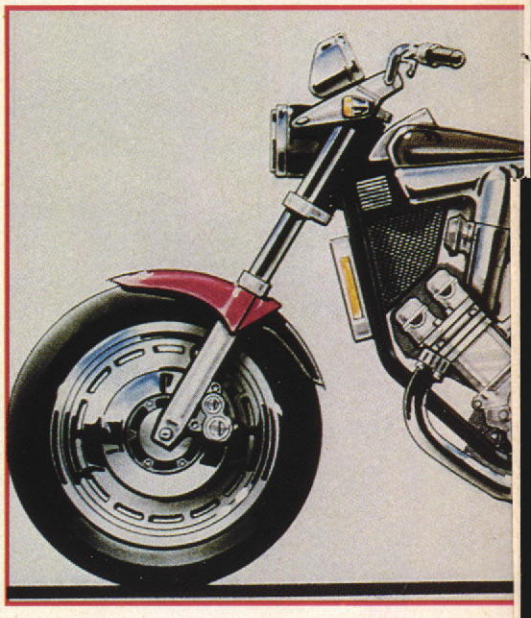
Even more interesting is the direction that progress has taken. For instance, 1986 looks to be an extremely strong year for sporting hardware, with all four Japanese manufacturers introducing new or redesigned sportbikes. And the very fact that most of the newcomers are 750cc and larger—not merely watered-down, ITC-think 700s—suggests that Americans want full-size, leading-edge sportbikes, and are willing to pay for them.

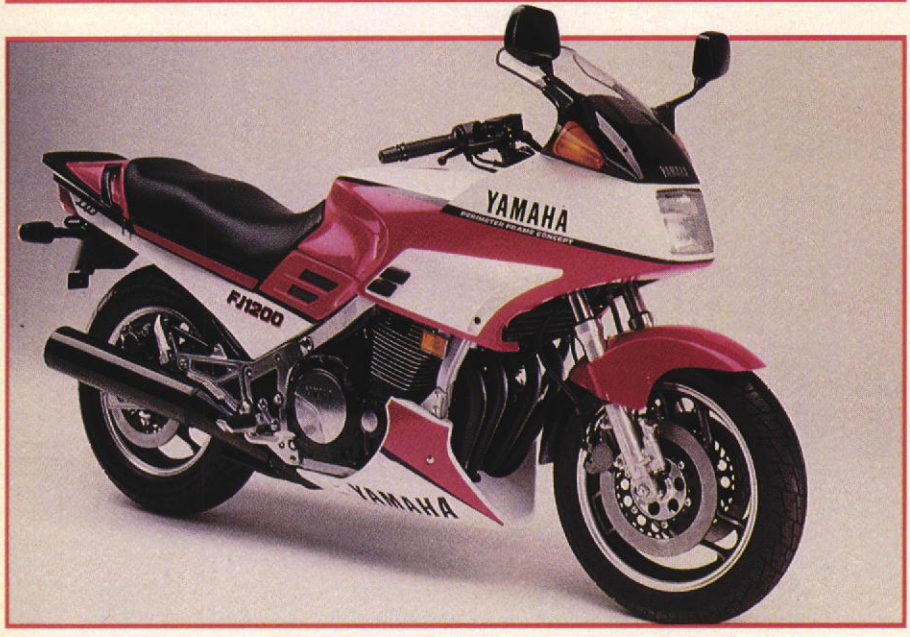
The interest in sportbiking is particularly important this year, because the shotgun approach to marketing is dead. Each manufacturer has targeted its markets with pinpoint accuracy, carefully filling out its lineup with select models, each uniquely adapted to a specific segment. Honda, for example, by its own admission has elected not to compete in certain markets, instead attempting to draw in new riders, and concentrating on proven models. Yet two redesigned Interceptors and an all-new Shadow show that the company is not about to give ground in those markets where it *does* choose to compete. Only Yamaha, with a flurry of sportbikes, sport-customs and a new single, seems to be testing the waters.

But conservative marketing certainly doesn't have to result in conservative motorcycles: Suzuki's GSX-R750 and Kawasaki's Ninja 1000R are proof of that. In addition, new models from Harley-Davidson and BMW—and Cagiva's stepped-up efforts—ensure that 1986 should be not only a banner year for motorcycling, but a vintage year for motorcycles, as well. So sit back and get comfortable, as we hit some of the highlights of the coming year. But remember; it's still early, and there's more to come.

Continued

Yamaha *Long shots and sure things.*

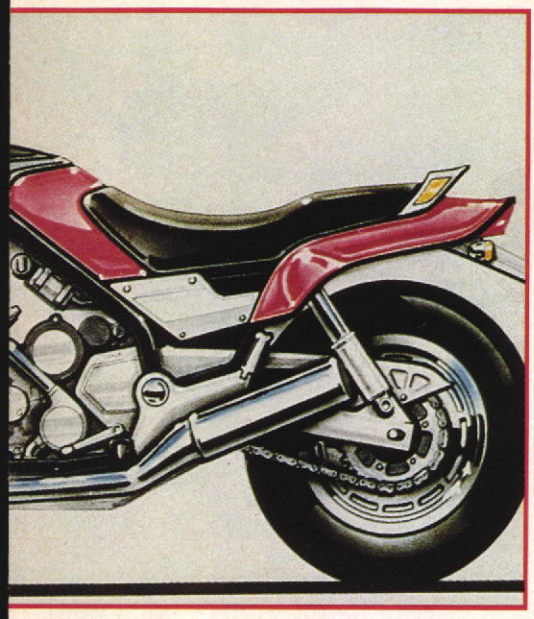


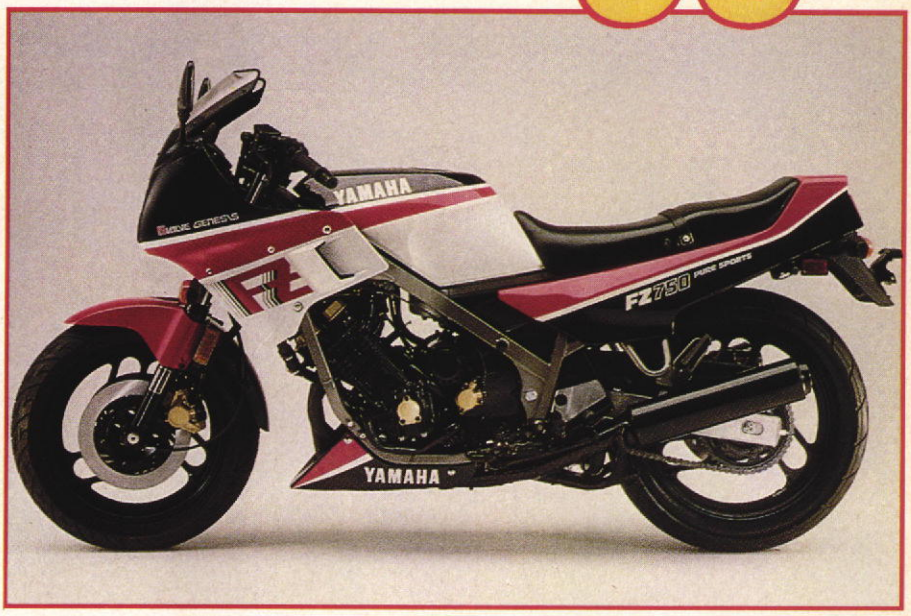


Any gambler knows you don't quit when you've got a winning streak going, and after drawing a pair of aces last year with the V-Max and FZ750, Yamaha's definitely on a roll. It's not about to fold its hand, either, because the company has an even larger array of all-new bikes for '86, in addition to some extensively revamped existing models.

Yamaha knows what cards to hold, though, and two prime examples are the FZ750 and V-Max, largely unchanged for 1986. Even so, the musclebound vee-four did come in for a number of refinements, most of them resulting from more-restrictive federal noise-emission standards. So, to lower noise levels, Yamaha gave the V-Max new mufflers and thicker-wall exhaust pipes. To ensure the quieter bark didn't affect the vee-four's bite, engineers enlarged the V-boost valves from 30mm to 32mm, and, for easier shifting, remachined second and fifth gears. The FZ750 promises to shift better this year, too, the result of a reworked clutch mechanism. Other changes on the FZ include a revised ignition advance curve and an aircraft-style fuel filler. Last year's winning hands come through with flying colors, too; the FZ enters the new year resplendent in red-white-and-blue, and the V-Max hits the streets in black or maroon.

That unlikely pair also provides the basis for one of Yamaha's newcomers: the FZX700 Fazer. While the Fazer's styling cues come straight from the V-Max, Yamaha's latest 700 takes much of its engine technology from the FZ, right down to the 34mm downdraft Mikunis and five-valve combustion chambers. A 48mm stroke (3.6mm shorter than the FZ's) combines with the FZ750's 68mm bore to produce an ITC-pleasing 697cc, while rubber mounts and tuning biased toward midrange power help transform the FZ powerplant to FZX status. Still, the 700 bridges two worlds; with its twin-shock chassis, 15-inch rear wheel and air scoops, the Fazer bespeaks the V-Max's domain of the American boulevard, but the box-section frame and 16-inch front





wheel provide an FZ-like answer to the call of canyon roads.

The Fazer isn't the only wild card in Yamaha's hand this year, either. For example, there's the YX600 Radian, something of a fraternal twin to the Fazer, because, like its compatriot, the Radian uses a sportbike engine retuned for more midrange. In the YX's case, however, the 599cc air-cooled engine comes from Yamaha's FJ600, and the tuning changes include a revised intake cam and 30mm Mikuni carburetors (2mm smaller than the FJ's). The Radian borrows its basic frame design from Yamaha's defunct 550 Maxim, but adds its own variation with 16-inch wheels front and rear. The final touch accounts for the borrowed technology: Priced at less than $2300, the YX is intended to be an attractive combination of performance and practicality.

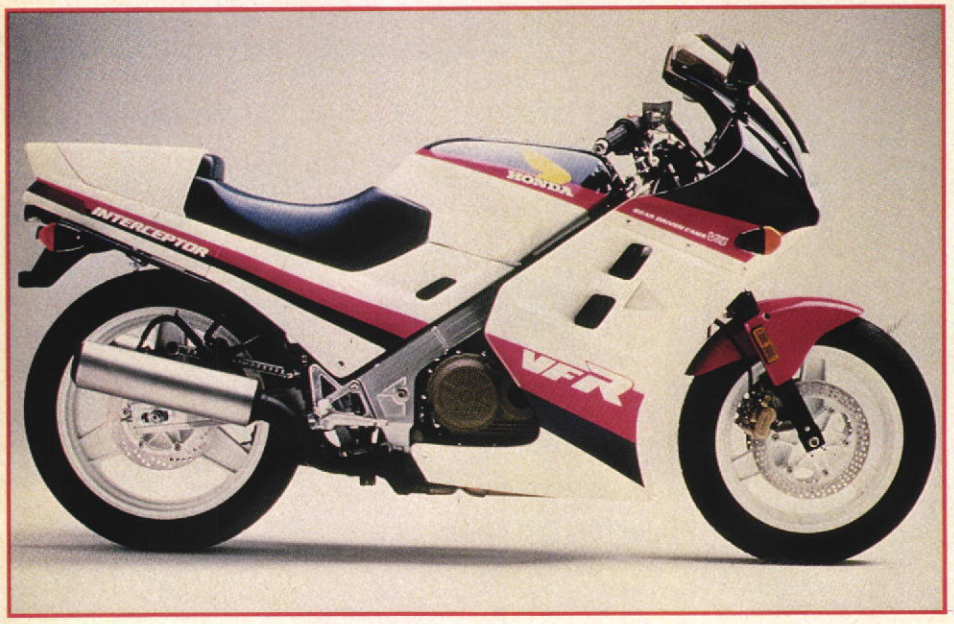
Yamaha's other wild card is another 600, a big single sure to draw on fans of the firm's discontinued SR500. This born-again SR—the SRX600—breathes new life into the single-cylinder formula, with a 595cc four-valve motor, triple disc brakes and a 328-pound claimed dry weight, items guaranteed to make the SRX potent enough to satisfy diehards. At the same time, a counterbalancer and 30.3-inch seat height should keep the authenticity of the SRX's big-single experience to a level any tyro can appreciate.

Another bike returning with a bit more displacement is Yamaha's heavyweight FJ. A 3mm-larger bore brings the air-cooled four from 1098cc to 1188cc, but Yamaha didn't stop there. Instead, the firm bumped the ante even higher, with a redesigned fairing and lower cowling designed to reduce aerodynamic drag and increase rider protection, along with transmission modifications to improve shifting.

And as any gambler could tell you, the return of the FJ makes sense; when the stakes are high, you keep the good cards. For '86, though, Yamaha has drawn a few fresh ones to supplement its existing winners, and can deal from strength.

Continued

Honda *Expanding horizons.*

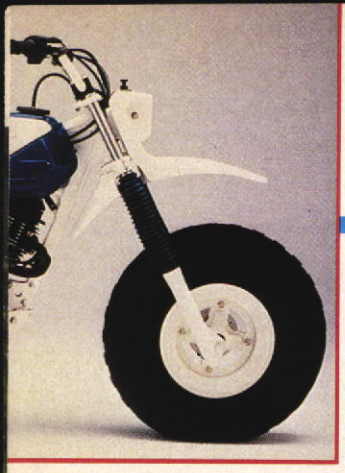


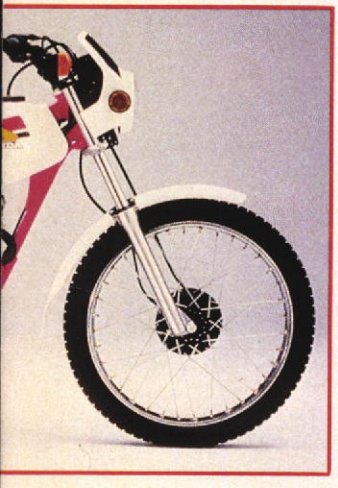
Two all-new vees, a twin and a four, lead Honda's street line into 1986, but the company's main expedition concentrates on new riders, with two new models joining last year's Rebel to draw newcomers to the two-wheel fold. For the hard-core boulevardiers and the avowed knee-draggers, though, Honda reworked two favorites, the Shadow and Interceptor, and just about the only things unchanged on those two are their names.

In the Interceptor's case, 1986 marks the return of a full-size 750 to Honda's line, as the vee-four sporter comes in both a tariff-conscious 699cc VFR700F version and a no-compromise 748cc displacement for the VFR750F. But in either case, Honda has endowed its Superbike flagships with an aluminum frame, an all-new vee-four with gear-driven camshafts and a close-ratio six-speed transmission. Liberal use of aluminum and magnesium has trimmed the bikes' claimed dry weight to 436 pounds—a whopping 57 pounds less than the same number for the '85 VF700F—and Honda claims "over 100 horsepower" for the VFR750F.

Honda's making no such claims for the Shadow, but horsepower isn't the point here; cruiser styling is. That's why for '86, this best-selling cruiservee received a thorough going-over, with a luxury-liner-class 63-inch wheelbase and a curb-skimming 27.4-inch seat height. Adding to its custom panache are new cast wheels, a large-diameter single front disc brake to replace the '85's dual-disc setup, and a straight-leg fork instead of last year's leading-axle design. A redesigned two-piece seat, forward-mount footpegs and pullback bar provide the laid-back riding position custom riders prefer.

For those not quite ready for a Shadow or Interceptor, Honda's added two fresh enticements to its lineup. The 450 Rebel, for example, takes aim at those riders whose





86 PREVIEW

curiousity might have been piqued by the original. But this overhead-cam, 447cc twin should provide a bit more entertainment at the right grip than its 250 namesake, while a claimed seat height of 25.6 inches puts things on a level newcomers can appreciate. And for those tyros looking for the best of both worlds, Honda has sharpened its Reflex, a 194cc, street-legal trials bike. There's more to the TLR200's appeal than its ability to swing both ways, too; at a claimed 203 pounds, this featherweight single promises to be the easiest-handling two-wheeler this side of a Schwinn.

Perhaps not as easy to ride as the Fat Cat, though. This balloon-tire, two-wheel ATV heads into the woods powered by a 199cc overhead-cam single with a centrifugal clutch, five-speed transmission and electric start. An automatic cam-chain adjuster, solid-state ignition and externally adjustable valves keep owning the Fat Cat almost as simple as riding it, too. Simplicity also plays an important role in the '86 XR200. Honda's taken its popular playbike and pumped up its entertainment value by placing the emphasis on uncomplicated fun, replacing last year's twin-carb, Radial Four Valve engine with the 195cc two-valve, single-carburetor single used in '84. For serious enduro work, Honda's got the XR250R, a 249cc RFVC single-cylinder woods weapon that comes with 41mm stanchion tubes (3mm larger), oil-cooler, 18-inch rear wheel (instead of the '85 17-inch) and a box-section swingarm with redesigned quick-detach feature. And just so you won't confuse them with previous models, Honda dressed all the '86 XRs in new red-white-and-blue livery.

There's no mistaking Honda's intent this year, either; it's clear the company's out to find new converts. What's equally clear, though, is that it's not about to abandon the faithful, either.

Continued

Suzuki *There's more waiting in the wings.*

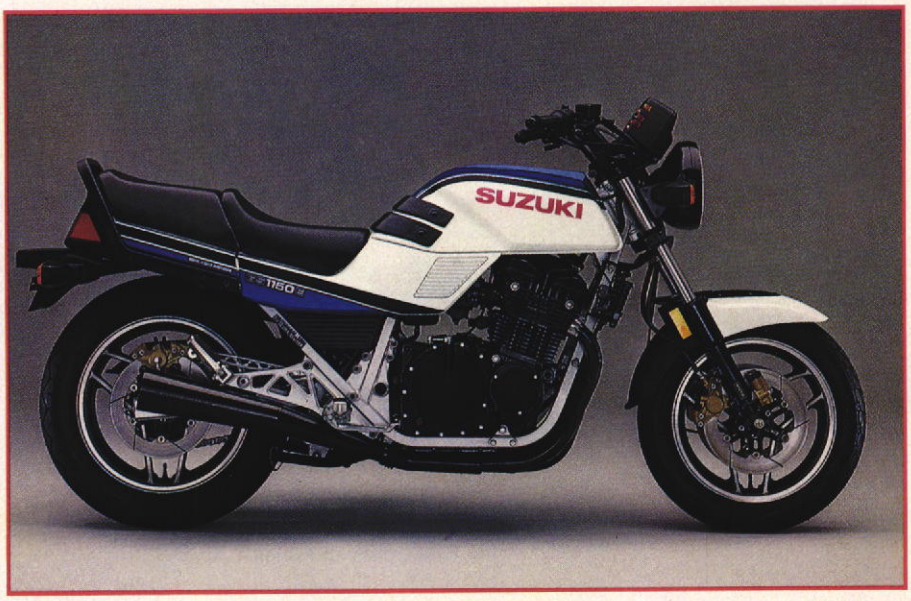
As expected, the star attraction of Suzuki's 1986 lineup is the GSX-R750. The GSX has already taken its act on the road elsewhere, with its aluminum frame and full-bore 750 motor, but since then the bike has learned a few new lines and should play to U.S. audiences with new costuming and even *more* muscle. While that increased power remains to be seen, what *is* definite is that Suzuki's Superbike entry will be right in the thick of the fray, its claimed 388 pounds and 106 horsepower making it an overdog in a specs-page comparison with Honda's VFR750F or Yamaha's FZ750.

Those specs also point up the radically different tack Suzuki took to achieve its goal of building "the world's fastest 750 machine." Suzuki forsook liquid-cooling and instead endowed the GSX-R with a unique air/oil-cooling system, which uses 5.8 quarts of oil, a high-volume pump, a massive oil-cooler and fine-pitched cylinder finning. The result, according to Suzuki, weighs less than a conventional liquid-cooling system, yet still can handle the cooling needs of an engine tuned to produce 141 horsepower per liter.

And to get that prodigious amount of power, the GSX-R uses a modified version of Suzuki's Twin-Swirl Combustion Chamber with larger intake and exhaust valves than the old GS750 pieces. In addition, the 750R has a shorter stroke (48.7mm, compared with 53.0mm) and a larger bore (70.0mm, as opposed to 67.0) than the GS, which contributes to the 11,000-rpm redline. Wrapped around that engine is a chassis lifted from Suzuki's GS1000R endurance racer, right down to its aluminum frame with a 56.5-inch wheelbase, 26 degree steering head angle, 18-inch wheels and single-shock Full Floater rear suspension.

While the GSX-R makes its U.S. debut, 1986 also marks the return of several supporting cast members, including the GS550ES and GS1150E. Suzuki's middleweight retains its 572cc TSCC four-valve engine and nimble chassis, but wraps it in a new blue-and-white color scheme. Likewise, last year's multi-talented GS1150E dresses its 10-second quarter-mile act in new blue-and-white or red-and-black livery.

But if those two encores give you the idea Suzuki is taking a breather from a hectic '85 season, hold your applause: These three aren't the only things coming from Suzuki. So don't consider the GSX-R750's debut a one-act play; stay tuned for Act 2.



Kawasaki *Giant-killers.*

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Kawasaki seems to enjoy playing David and Goliath, because for the past couple of years, it's pitted a 900 against literbikes, produced a 600 that can match most 750s, and built a 200 enduro machine that outperforms some Open-classers. That underdog approach seems to be the company's intent again this year, as it puts the new, 998cc Ninja 1000R head-to-head against competition as much as 190cc larger, and matches its 198cc KDX200 enduro against all comers.

And judging from the KDX's past performance, the '86 version should be at no disadvantage, because it enters the new year with a plethora of improvements, including KIPS (Kawasaki Integrated Power-valve System), an exhaust-system power valve designed to provide a wider powerband *and* more horsepower. In addition, a larger flywheel, new clutch, reshuffled gear ratios, larger fork, a fully adjustable rear shock and front disc brake combine to keep the '86 KDX200 in front—by keeping you on time.

With a claimed 125 horsepower and a top speed of 160 mph, Kawasaki's latest Ninja might well get you there early. The company did more than dial up the heat on the 900 to achieve that performance, too, because most of this Ninja is new from the ground up. Bore is up from 72.5mm to 74.0mm on the 1000R, and the stroke has been increased 3mm, to 58.0mm. Also, the 1000R uses 2mm-larger, 36mm carburetors, while insulated air ducts ensure this heavy-breather gets plenty of cool air, all the way to its 10,500-rpm redline. To cope with the 1000R's power, Kawasaki beefed up most of the engine internals, from rod bolts to gudgeon pins.

That extra-strength solution continues with the 1000R's chassis. While the 900's engine serves as a stressed member, the 1000R rubber mounts its motor, wrapping it in a full cradle with bolt-on downtubes and massive box-section tubes sweeping from the steering head to the swingarm pivot. For suspension, a revised Uni-Trak rear suspension and an AVDS fork handle the road's ups and downs. And to distinguish it from its stablemates, Kawasaki cloaked its latest assassin in new bodywork, in either red with black pinstripes or vice versa.

Still, the family resemblance is strong, as evidenced by the 1000R's visual similarity to the Ninja 600R, which returns swathed in either red-and-white or blue-and-white for '86. And rounding out the return of the Ninja is the original, 908cc model, which enters the new year disguised in red-white-and-blue garb.

Against three Ninjas, the air-cooled GPzs didn't stand a chance—they won't be back for '86. But then the GPzs had a disavantage—they weren't small enough.

Continued

Harley-Davidson

Better and better.

Time was, cynics could claim that the only news at Harley-Davidson's new-model introductions consisted of fresh paint and a redesigned air-cleaner cover. No more, though. The last few years have seen Harley's efforts extend far beyond that of mere paint and tape, and with two new Sportsters and a fully upgraded touring line, 1986 represents yet another year of extensive changes for the Milwaukee firm.

The biggest news for Harley watchers is the 1100 XLH Sportster, powered by a big-bore, 1101cc version of the V² Evolution engine from the 883 Sportster introduced in June. The 1100 offers the same features found on the 883—hydraulic lifters, aluminum cylinder barrels, and aluminum heads with "bathtub" combustion chambers—with an 8.9mm larger bore, to 85.1mm. The result is a claimed 25 percent increase in horsepower over its smaller sibling. There's more to the 1100 than just its bigger motor, too; Harley cranked up the econo 883 Sportster's custom act for this upscale vee-twin by adding a tandem seat, two-tone paint, black engine highlights and more chrome.

But for sheer custom panache, the 1100 Sportster pales in comparison with the Softail Custom. H-D has taken its most radical—and popular—Big Twin, the Softail, and endowed it with a five-speed transmission with new shift linkage, and belt final drive in place of last year's four-speed and chain drive. And, after giving the standard FXST a thorough mechanical massage, H-D ran it through the custom shop one more time to create the Softail Custom, adding a new saddle, a sissybar, a disc rear wheel, burgundy-and-red paint, black and chrome engine highlights and even more chrome to set it apart from the standard Softail.

Don't get the idea that custom riders got all the attention this year, though, because H-D certainly didn't ignore the long-distance crowd. The far-horizons bunch has its choice of five Milwaukee touring models for '86, the newest being the FXRD Sport Glide Grand Touring Edition. Based on the '85 FXRT Sport Glide, the FXRD includes footboards for both rider and passenger, a deluxe passenger seat, two storage compartments in the fairing, a Tour Pak trunk and an all-new, 40-watt stereo system with automatic volume adjustment, Dolby noise reduction and handlebar-mount controls. And to make it easier to hear that stereo, the FXRD—like all of H-D's 1986 Big Twins—features revised intake and exhaust systems, designed to meet the 80 dB federal noise standard. All in all, the newest Sport Glide shows that H-D-style sport-touring certainly doesn't mean traveling second-class.

Of course, for those riders who aren't interested in the hyphenated touring hybrids, H-D offers its FL series, and this year a brace of FLs sits at the top of the line: the FLHTC Electra Glide Classic—for those interested in the "traditional" Harley-Davidson touring bike—and the FLTC Tour Glide Classic for those preferring the more modern touring look. Both

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bikes come equipped with a full complement of touring amenities, including front and rear footboards, a "floating" passenger backrest, full VDO instrumentation and the same type of 40-watt stereo used on the FXRD. In addition, both bikes feature a new rear brake that's claimed to be both quieter and lighter than last year's, and a quieter intake and exhaust system.

As part of the FL's redesigned intake system, H-D has replaced the old ham-can style air-cleaner cover. So in that sense, at least, the cynics are right; a new air-filter is still part of the news from Harley-Davidson. But it's hardly worth mentioning, because Harley's gone on to bigger and better things for 1986, and the results speak for themselves.

Continued

BMW

Share and share alike.

Deserved or no, BMW's 60-year adherence to the flat-twin has earned the firm a reputation for stodginess. Yet for the past two years, BMW's been shedding that reputation like a worn-out bathrobe; not only has the company completely reworked its line, but it's also introduced the K-series, with an engine family unlike anything else available. And for '86 the changes take place on two fronts: A reworked R65 joins last year's redesigned R80 flat-twin, and the liquid-cooled K-series expands to include a pair of K75 triples (see Ride/Report, page 34).

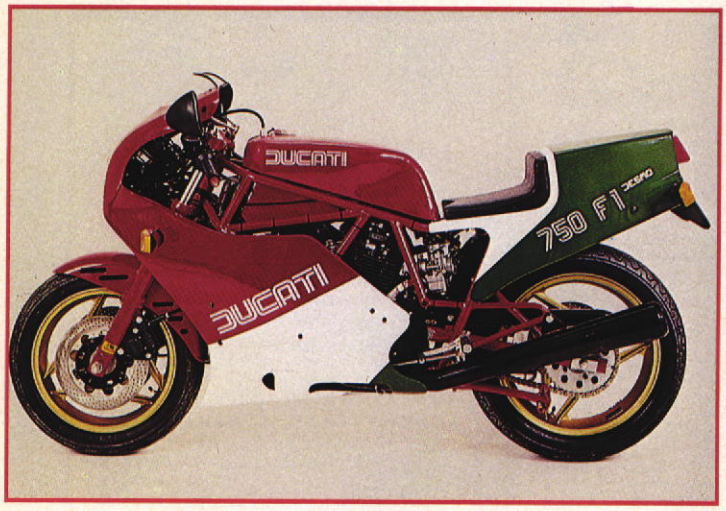
Like the K100 on which they're based, the standard-model K75C and the sporting K75S are powered by a liquid-cooled, DOHC inline engine, with a five-speed gearbox and shaft drive. In downsizing the 987cc four to three-quarter size, BMW took an expeditious route, apparently just lopping off one cylinder and dropping in a 120 degree crankshaft. Consequently, in general layout and specs—bore, stroke, transmission ratios, cam and accessory drives—the 740cc three is virtually identical to the four, differing only in details such as combustion-chamber shape and a higher compression ratio (11.0:1 vs. 10.2:1). The triple does depart from the four's design with a pair of vibration-quelling counterweights added to the layshaft that drives the clutch. Likewise, the K75's chassis differs only slightly from the K100's; in fact, with the exception of the engine mounting points—and the K75C's drum rear brake and 18-inch wheel—the running gear is the same, even to their 59.7-inch wheelbases.

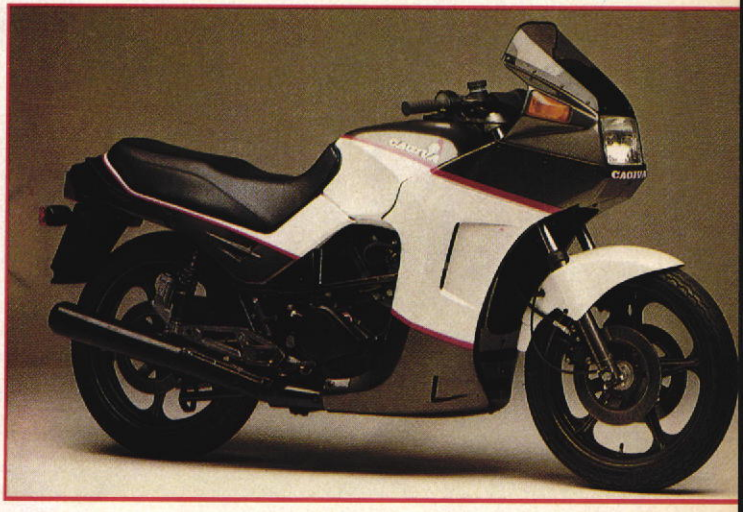
The same shared design philosophy comes through in the new R65, which replaces last year's twin-shock R65 and R65LS. Except for the single front disc instead of the dual-disc setup, the new Boxer borrows its chassis directly from the R80, with its Monolever rear suspension, stouter fork with an integral brace and 38.5mm-diameter stanchion tubes, and cast-aluminum wheels. The R65's engine came in for a number of refinements, too. This year the 649cc twin runs on unleaded fuel, courtesy of a lower compression ratio (from 9.2:1 to 8.2:1), which also accounts for a claimed loss of two horsepower, to 48. But BMW also says a new exhaust system improves the R65's powerband, by lowering the torque peak from 6500 rpm to 3500 rpm.

And when you consider the changes to the R65—and the new faces in BMW's lineup—you'll find little justification for the "stodgy" reputation. Because the only thing changing faster than the bikes at BMW is the company's reputation.

Cagiva *Changing of the guard.*

86 PREVIEW





Cagiva just might have the best of both worlds. Even though the Italian firm is the fifth-largest motorcycle manufacturer in the world, it enters the U.S. market as a relative newcomer, with everything to gain. At the same time, however, Cagiva has based its street lineup on an engine well known to American sportbike cognoscenti: Ducati's vee-twin.

As something of a tribute to those roots, the company has packed up 40 Ducati 750 F1 production racers for the states. Ducati established much of its reputation in this country with a thinly disguised production racer, the 750SS, so it's appropriate that the last motorcycle to carry the name comes earmarked for U.S. racetracks. The F1 makes few concessions to the past, though, as evidenced by its claimed weight of 385 pounds, cast-alloy wheels (16-inch front, 18-inch rear), Brembo brakes, and 38mm Marzocchi fork complemented by a single-shock rear suspension. Even the Pantah-based 748cc motor, with its oversquare bore and stroke dimensions (88mm x 61.5mm), belt-driven overhead cams and Bosch electronic ignition, owes little to the old 750SS. Of course, the F1's engine uses Ducati's traditional desmodromic valve actuation; some things you just don't change.

Although the F1 represents the last of its kind, that doesn't mean the Ducati name will fade into oblivion; it still can be found on the cases of Cagiva's streetbikes. Included in that roster are the Alazzurra 650 (visually identical to the 350 shown) and its fully faired stablemate, the 650SS. In addition to a 650cc Ducati engine, the Alazzurras' specs read like an Italian hall of fame: Marzocchi 35mm fork and dual, reservoir-type rear shocks, Brembo brakes, 36mm Dell'Orto carburetors, Pirelli tires and 18-inch Campagnolo wheels, front and rear.

And for those who like the option of taking their wheels off-road, Cagiva offers the Elefant 650 (identical in appearance to the 350 here), a two-wheel, vee-twin alternative to the pachyderm. Unlike its four-legged namesake, though, Cagiva's go-anywhere package comes equipped with Brembo brakes, Marzocchi fork with 42mm stanchion tubes and a claimed 9 inches of travel, while at the rear, a damping-adjustable Ohlins shock offers a claimed 8 inches via its Soft Damp suspension. And though it doesn't have a trunk, the Elefant offers one advantage you won't find on your garden-variety African or Asian log-roller—an electric starter.

But it's not surprising the Elefant offers the best of the on- and off-road worlds; having the best of both worlds is something Cagiva understands well. •

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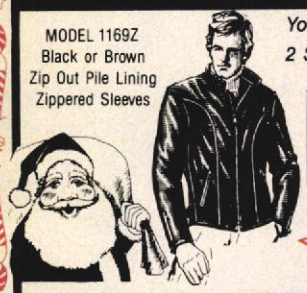

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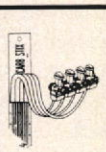

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BY LARRY WORKS

COMING SOON

• Previews, advance showings and early introductions are all undeniably exciting. But there are times when such presentations are more sound than fury, when they're limited to "paint-and-tape" bikes, those models largely carried over from previous years, with the majority of changes made to appearance only. Like the other major bike-builders, Harley-Davidson's got some "paint-and-tape" specials for '86, but they aren't the run-of-the-mill variety. They're the Liberty Edition models, special limited-edition versions of the XLH 1100 Sportster, FXRS Low Rider and FLHT. Each is distinguished by special paint jobs and "Ride Free" Liberty graphics. The series got its name—and graphic treatment—from the fact that a portion of the retail price of each of the Liberty Edition bikes goes to restoring the Statue of Liberty (see Hard Cash, page 32). That air of patriotic fervor, plus the series' limited-production status, could go a long way toward making the Liberty Edition bikes instant collector's items.

• So, the paint-and-tape stratagem is a part of Harley's '86 game plan, but unlike some other moto-manufacturers, the Motor Co. isn't doling out its new models in dribs and drabs. On the contrary, the Milwaukee Battalion is already out in full force. In addition to the five bikes shown in "Preview '86" (page 24), seven other models will make showroom appearances—plus, of course, the Liberty bikes. That roster won't include two models from last year, though: The FXEF Super Glide Fat Bob and FXSB Low Rider have been dropped. And with the passing of the Fat Bob, the FXR Super Glide, a five-speed, chain-drive cruiservee, is now the lowest-ante, entry-level (read: $7349) Big Twin. The reduction of models also leaves the belt-drive FXWG Wide Glide the last four-speed, Big-Twin holdout, as well as the only 1986 Harley with a kickstarter.

• While there were a few deletions, Harley added some new models, too, and not just its new V² Sportsters. Last year, Harley offered its FXRS with the Performance Suspension Option, basically longer suspension and an additional front disc brake. Reportedly, one-third of the FXRS models sold in 1985 were ordered with the PSO package installed, so this year Harley's given the option a medal of sorts, in the form of its own model designation. That designation is the Low Rider Sport Edition, and it denotes an FXRS with the long-travel suspension and dual-disc front brake. Like all of the '86 Harleys, the new Low Rider Sport has an epoxy-coated frame, front turnsignal lights that also function as running lights, and turnsignal switches that offer the option of mo-

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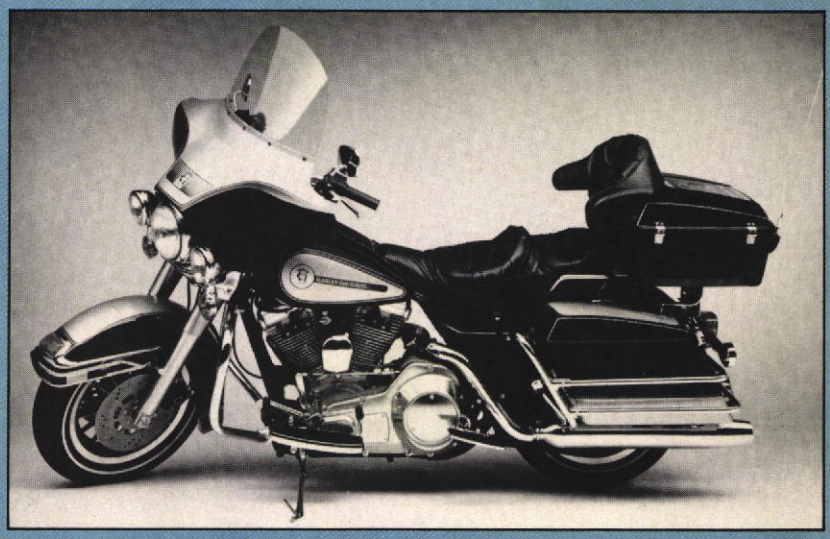
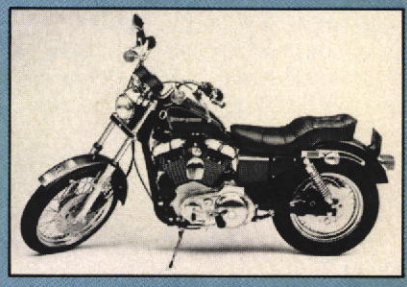


Liberty Edition Electra Glide wrapped in the flag—and special graphics—for good cause

This paint-and-tape model is positively statuesque.



FXRS and XLH 1100 Liberty Editions could be from-the-crate collector's items

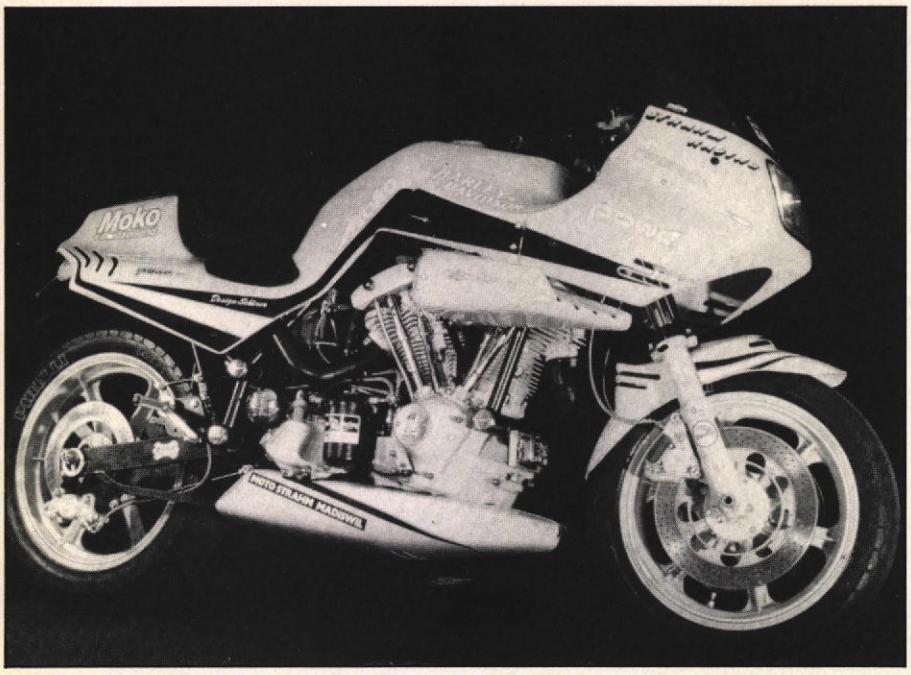
Though perhaps in a not-so-limited edition.

FXWG, last bastion of old-time Harleyism

V² motor, belt, are vee-twin moderne.

FXR: V², five speeds, chain drive

Call it Big Twin bargain basement.



And now for something *completely* different . . . Moko's rendition of a Harley-Davidson

American Gothic, from Switzerland, by way of the Planet Mongo.

mentary function or continuous function until they're shut off. And, as a result of the V² engines that now power the entire new model lineup, the service interval on all '86 Harleys has been extended to 5000 miles.

• But maybe—just maybe—you regard the new Harleys as mere variations on a theme. The big, booming vee-twins produce an appropriate visceral reaction, but there's a note of similarity rendered bland by repetition. You want something, well, a little different. Hey, there's always the Moko Harley-D. Sure, it started life in Milwaukee, but the differences between this Swiss delight and a box-stock Harley are about as subtle as a wharf rat at a Tupperware party. Full specs aren't in on this blood-red behemoth, but it pushes fuel through a pair of 40mm carbs to an engine with a displacement that makes the "Big Twins" seem runty by comparison. Engine oil is contained in the spine of the single-shock chassis, which runs a 16-inch front wheel and an 18-incher in the rear; Pirelli rubber is mounted at both ends. Triple Brembo discs, with Brembo front calipers and a Lockheed unit in the rear, haul the 525-pound Mokocycle to a halt—right at the city limits of the Twilight Zone. There, is that different enough?

FEDERAL CASES

• Monitoring motorcycle-related legislation from around the world provides convincing proof that things aren't so terribly different for motorcyclists no matter where they ride. Frequently, situations that arise in other countries have counterparts in the United States, and legislation that's enacted elsewhere often turns up here—sooner or later. That being the case, New Zealand's national speed limit—and the recent change to it—could well be cause for some optimism for those who ride U.S. pavement. The national limit in New Zealand was dropped from 100 kph to 80 kph during the worldwide oil crisis of 1974. And because legislators there have had the good sense to note that an oil shortage is no longer extant—quite the opposite, in fact—the limit has been raised back to the original 100 kph.

• While the thought of U.S. legislators catching on and finally dumping the Double Nickel is intriguing, the prospect of inheriting this next item from another country is somewhat less pleasing. If a current bit of legislation being considered now in Australia passes, motorcycles there will have to be equipped with twin, forward-mounted, full-time running lights.

• Even less appealing might be riding under the spectre of a new proposal before Britain's Ministry of Transport. Reportedly, if this one passes, riders with suspended licenses who are caught riding will have their bikes confiscated—for an unspecified length of time.

• The Canadian and U.S. ATV scenes are similar, as well, at least in the current levels of controversy over the safe use of three- and four-wheelers. Possibly, then, Canadian proposals to deal with that controversy might end up being played out in the United States. And that, frankly, might raise some hackles. Proposed ATV legislation in Saskatchewan would require registration, mandatory insurance, rules of operation and equipment safety standards, including helmet requirements. The most stringent proposal currently being considered there is that no one under 16 be allowed to ride an ATV except on privately owned land. Insiders there say the legislation probably will reach a vote within a few months.

• Safety, too, is the apparent concern of the editor of the New York State Journal of Medicine. Reportedly, he wants to achieve that end by banning motorcycle and automobile racing on television. Editor Alan Blum has charged that such coverage of what he termed "suicidal pseudosport" would have been dropped years ago had it not been for pressure from the tobacco industry, which often sponsors racing. Blum added that race coverage, which he said tends to focus on crashes more than racing, "is teaching teenagers to drive recklessly."

• Yet while Blum believes the flickering light of a TV screen might be responsible for some accidents, the steady glare of a headlight apparently has just the opposite effect. According to a recent report by the American Institute on Highway Safety, based on 14 states which have required lights-on riding since 1975, motorcycles operating with lights on have a 13 percent lower risk of being involved in a fatal daylight accident than those with lights off.

• An even more staggering claim was made recently by Japan's transport authorities. Mandatory Japanese pre-license rider training is claimed to have cut the total number of fatal motorcycle accidents there by 40 percent in the last 10 years, despite nearly a 50 percent increase in riders.

• It's numbers like those that doubtless inspired New York SB3435, which already has passed the New York State Senate. The bill would require motorcycle license applicants in New York to complete an approved motorcycle safety course prior to receiving a license. The measure is expected to be carried over to the 1986 session.

• Acquiring a motorcycle license in Arkansas just became a little tougher, too, with the passage of HB1021. The measure upgrades the state's licensing requirements, and requires both written and skills tests.

• Elsewhere, self-funded rider-education programs continue to be the legislative rage. As an example, there's Ohio HB291, awaiting a House vote. This bill would establish a self-funded rider education program under control of the Department of Highway Safety. A similar measure is Louisiana HB1448/SB175, which, if passed, would establish a self-funded rider-training program in that state's Department of Education. And even when a rider-education bill is killed these days, it can't be kept down. Indiana HB1645 (see September Federal Cases) failed to pass but was assigned to committee for possible amendments, and likely will surface again in 1986.

• In another update, there's California AB412 (see August Federal Cases), which would initiate a self-funded rider-education program in the Business, Transportation and Housing Agency. AB412 has passed the California State Assembly, and is awaiting a Senate vote.

• And in the way of a little *bystander* education, there's a free pamphlet from the American College of Surgeons on the correct procedure for removing a helmet from an injured person. The one-page illustrated guide shows how to take off a helmet while minimizing the danger of damage to spinal cord and neck. A copy of the guide can be obtained from ACS, 55 East St., Chicago, Illinois 60611.

RUMORS

• As you can see by "Preview '86," most of the cats are out of the bag for 1986. Not to worry, though. Despite all the announcements of spanking new hardware, there's still plenty left to tell. For instance, the Suzuki story with the strongest substantiation centers on the air/oil-cooled literbike you've read about right here for the past few months. Latest reports on this new GSX-R are that it will displace about 1100cc, and other specifics being passed around include an aluminum frame with rectangular-section tubing, 4-into-1 exhaust and an 18-inch front wheel. In addition, our sources in Japan say an early prototype they weren't supposed to have seen had constant-vacuum carbs, not the flat-slides of the three-quarter-liter version. They also say the bike probably will be unveiled at the Paris Show. That's plenty interesting, but perhaps even more so is the conversation in certain quarters that the bike is a companion to, not a replacement for, the existing air-cooled 1150.

• If true, the last twist to the new GSX-R talk lends some credence to a story that's been making the rounds for some time. According to a few insiders, Suzuki plans to market a Vance & Hines 1150 replica. What's being passed around on this one is that the bike is a cosmetic-only replica, with no pretenses of Pro-Stock performance.

• In other tales of Suzuki's lineup, we've heard that a 1000cc–1200cc Intruder is slated for 1986. And while this rumor might rank low on the flamboyance scale, it rates fairly high on probability.

• There's also some talk that new attention to general-purpose bikes will be evident in Suzuki's 1986 roster. Whispered conversations of a new series of all-around bikes—not necessarily vee-fours—have been taking place amongst those who claim to be in the know.

• Even though Kawasaki has shown some new models, there's plenty of chatter about hardware that's still behind the curtain. For instance, if sheer volume of repetition is any indicator, new engine families—vee-fours among them—should be hitting the fluorescent glare of Kawasaki showrooms sometime this spring. There's even gossip from our European Trenchcoat Brigade that Kawasaki will go head-to-head with some of the hottest half-liter two-strokes available on the world market.

• And, according to Japanese sources, a new Kawasaki will be going up against some of the hottest *four-strokes,* specifically those of the Japanese 250 sportbike class. The bike is said to be a liquid-cooled twin, designed to meet or beat the Yamaha Phazer's 45-horsepower output. Our men inside say the bike reportedly has been photographed, and should be shown in Paris in October.

• Those insiders of the eternal optimist persuasion aren't deterred one bit by the lack of a 250 Turbo—or any other size turbocharged two-wheeler—in Honda's 1986 lineup. Instead, they proffer rumors that an unspecific something with forced-air induction *will* find its way to Honda motorcycle dealerships . . . next year.

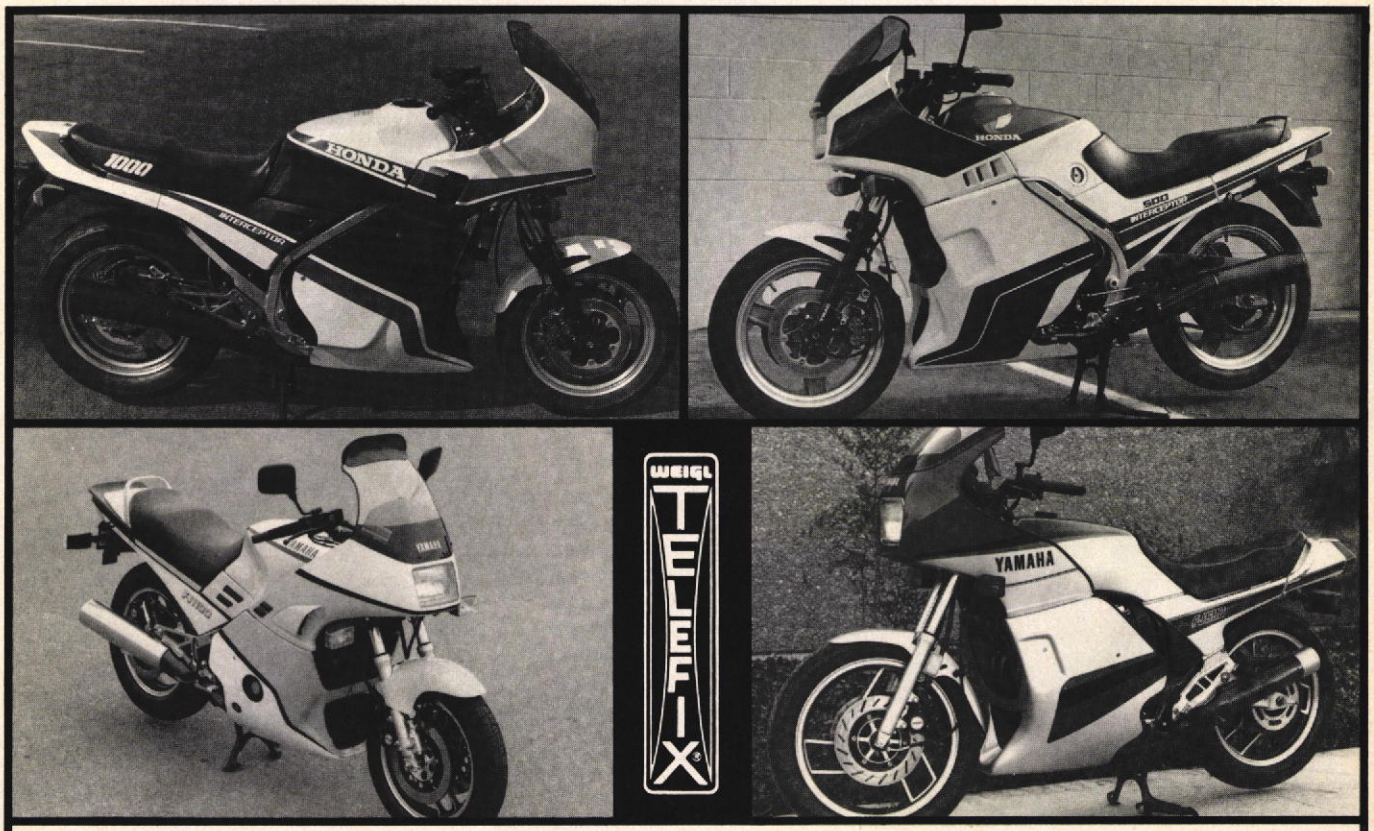
• Those same sources keep bringing up the European-spec Paris-Dakar-look XL600L, with its twin headlamps and enormous fuel tank. Maybe, but such talk seems more like desperate men trying to make something happen by sheer force of will. Still, stranger things have happened.

• One of those strange things might well come out of the link between Yamaha and three-wheeler designer Bill Badsey. Numerous reports indicate a possibility that a business arrangement between the two—now limited to the sale of engines—will develop into a high-performance, street-legal three-wheeler built and marketed by Yamaha.

• In another extraordinary linking, overseas reports have Norton officials negotiating with Lucas-Girling over the SCS anti-lock braking system (see "Stop Control System," October 1985). Rumors are that when—and if—the Norton Rotary finally makes its appearance as a production bike, the Lucas-Girling system will be standard equipment.

• If you read this column last month, you saw the item about a rumored Cagiva cruiservee for the American market. This month brings more substantiation of the same not-so-idle gossip. Our sources with tomato sauce on their ties and an air of chianti hovering above them re-

Continued



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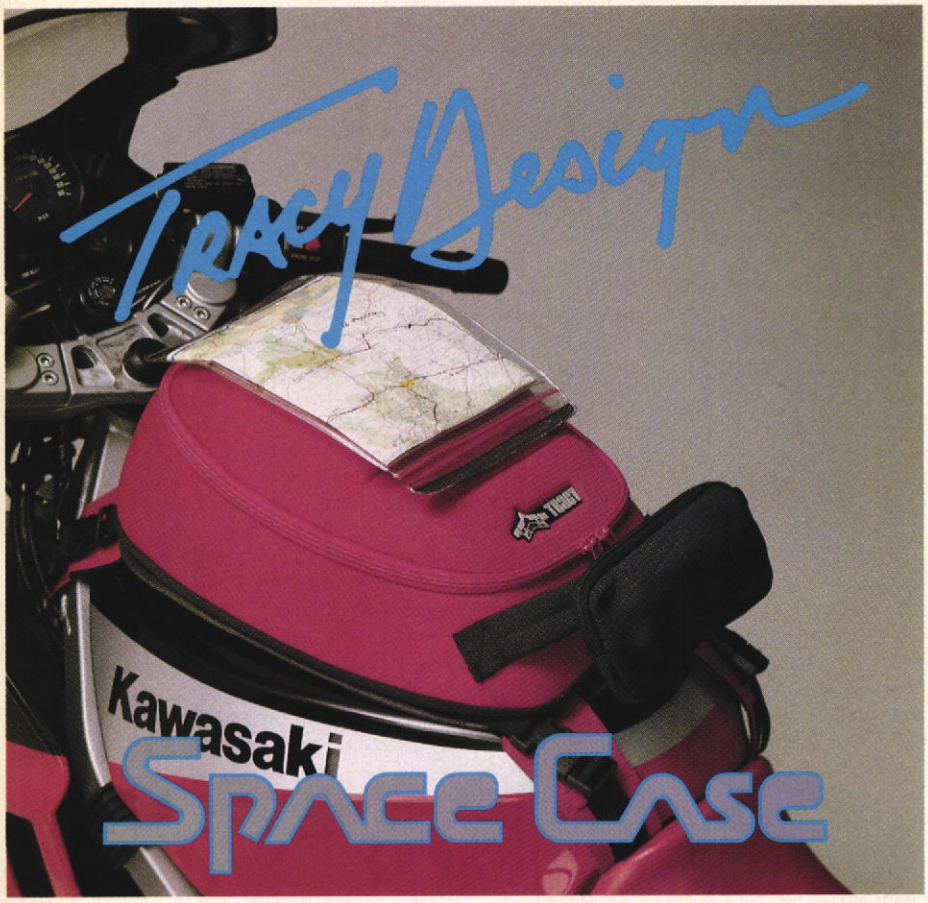

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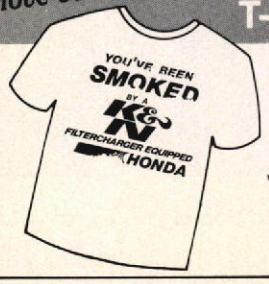

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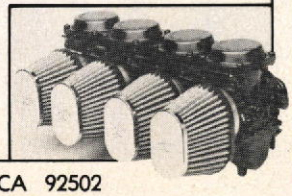

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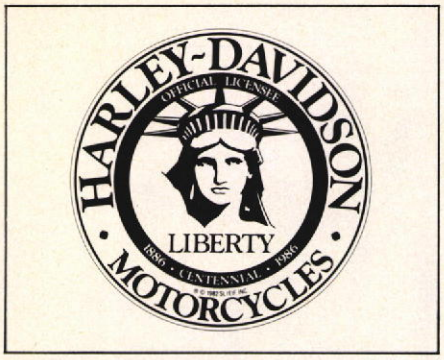
port that the bike looks like nothing so much as a Wide Glide with two air cleaners on the right side. They also talk that this cruiservee, which might be ready for the Milan Show, is powered by a 1000cc vee-twin Ducati engine.

- And, just so the genuine article isn't left out of the rumor mill's monthly production, a source outside Harley-Davidson's Milwaukee plant swears he saw an FXRS with spun aluminum disc wheels front and rear. This particular bit of fluff coincides nicely with reports that Harley-Davidson has contracted with an Australian firm to manufacture a "new-design" wheel. The story doesn't end there, though. A well-placed source *inside* the plant confirms the Aussie wheel deal, but says the spun front wheel design never made it beyond the prototype stage.
- For those of you whose interests lie well off the tarmac, there's talk of a new KTM liquid-cooled four-stroke single in the works. Our boys with the binoculars say the bike has a four-valve head, dry sump and no counterbalancer. Some serious squinting at far-off clipboards indicates that a 50-horsepower 500 will arrive first, with a 600 to follow.
- To cap off this month's rumors, here's one that probably won't bear fruit for some time. The talk in enlightened circles these days is of a trend that could be with us for years to come. In the future, so the story goes, motomanufacturers will concentrate on building a variety of bikes to accommodate the growing number of countries with horsepower limits. Then, they'll market radical aftermarket hop-up kits to drastically alter the bikes' performance. Shades of the GYT Kit.

HARD CASH

- Remember the old Bell Helmets slogan: "If you've got a $10 head, wear a $10 helmet"? The ante's just been upped—all the way to $5000. Bell Helmets recently instituted an industry-shaking insurance policy program. The plan covers accidental death resulting from head injuries while the insured is wearing the helmet, and it includes Bell's full line of motorsport helmets; the cost is included in the price of the helmet. The coverage is limited to the original purchaser of the helmet, and it remains in effect for 12 months from the date of purchase. Enclosed with each helmet is a registration card—which must be filled out within 30 days of purchase to put the policy into effect—that has complete details on the program.
- Somehow, it's only fitting that the last American motorcycle company is helping to rebuild the Statue of Liberty. Harley-Davidson has pledged to donate $100 from the sale of each Liberty Edition model (see Coming Soon) to the Liberty-Ellis Island Foundation. A minimum of 1750 of the Liberty bikes will be built, making Harley's donation to the fund at least $175,000. And, Harley spokesmen say, if public acceptance of the bikes is strong, as many as 2000–3000 of the special models could be built. In addition, Harley sponsored



Symbol of Harley Liberty Edition

And dollar sign for Liberty Foundation.

two fund-raising coast-to-coast group rides, with proceeds from pledges and souvenir "Ride Participation Kits" going to the repair of the statue. Obviously, Harley-Davidson knows how to treat a lady.

• That's not the only big money changing hands in the motorcycle business, though. BMW recently donated $25,000 to the Motorcycle Safety Foundation, to be used to produce a videotape presentation for experienced tourers. The tape, which will cover the fine points of loading, group riding, passenger positioning and traffic situations, will be finished in 1986, and will be available to motorcycle dealerships and clubs through the MSF.

• And motorcycle *companies* aren't the only two-wheel enterprises making donations, either. This month, there's Love Ride II, a group ride that benefits the Muscular Dystrophy Association. Last year the event raised more than $42,000; the goal for 1985 is $100,000. Love Ride II is scheduled to be run in Southern California on Nov. 10, from Glendale to Malibu, with riders of any brand of motorcycle welcome.

• If you've ever wondered what would prompt someone to brave rain, sleet, gloom of night and the monumental exhaustion of 8560 miles in 12 days on a motorcycle, now you know: $15,750. That's the pot—in cash and contingency awards—for Iron Butt Rally '85.

• In an effort to bolster sales of new models, Honda U.K. has extended the warranties on its new motorcycles with 400cc-plus engine displacement. The new warranty costs nothing over the price of the bike, and extends the original 12-month warranty to two years; the extension is limited to engine and transmission only. Unfortunately, a check with American Honda shows that the program of extended warranties is scheduled to stay on *that* side of the Atlantic.

• On that side of the *Pacific,* Kawasaki is reported to have made big news in the financial community by entering into a trade agreement with mainland China to produce motorcycles. Specifically, the program is a six-year technical collaboration, starting with Kawasaki sending parts to China for assembly. Eventually, bikes will be be built entirely in China, with an annual production goal of 200,000 units. Initially, production will be limited to the KZ250, a single-cylinder SOHC four-stroke.

Continued

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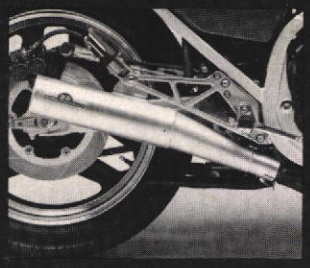

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RIDE/REPORT:

BMW K75

A modular approach to family planning.

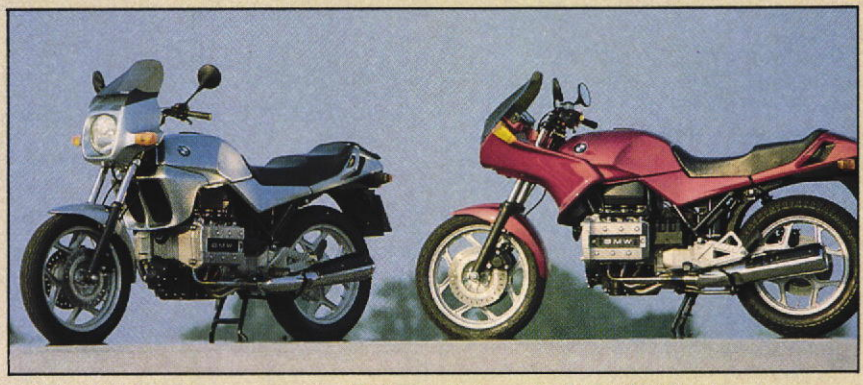
• According to many aficionados, BMW's 750s traditionally have been the best of the breed, providing precisely the combination of good acceleration, light weight and minimal vibration the firm's products have always promised, but not always delivered. And after a 1200-mile European test ride, it seems that BMW's new 740cc triples, the K75C and the more sporting K75S, might well continue that tradition.

As with the old three-quarter-liter boxers, the K75s share a good deal with their larger stablemates. New bodywork covers what is primarily K100 running gear; although the K75C has an 18-inch wheel and drum brake at the rear instead of the 17-inch wheel and disc brake used by the other K-bikes, the 75's chassis otherwise is virtually identical to the K100's. That similarity continues to the engine, too. Though the triple uses a 120 degree crankshaft, the two engines share the basic inline, DOHC layout, with the clutch and transmission spun by a gear-driven layshaft under the crank. In addition, the undersquare dimensions (67mm bore, 70mm stroke) and more than half the engine parts—including rods, oil and water pumps, fuel-injection throttle bodies and transmission—are identical.

With the large number of shared parts, you might expect the K75 to feel quite similar to the K100, but that's hardly the case. The K75C's steering feels considerably lighter than that of the base K100, much more so than the claimed 24-pound reduction in weight would suggest. Although the K75S, with its heavier, frame-mount fairing and 3-inch narrower handlebar, probably will require more muscle, the K75C we rode changed direction with noticeably less effort than the K100 required. During hard cornering, though, the difference isn't quite so rosy; the K75 lacks the K100's firmly planted feel when it's leaned into a turn at speed.

Surprisingly, it's in power characteristics where the K-bikes are most similar, because the triple exhibits the same rheostat-like power delivery as the four. Indeed, BMW claims the K75 produces more than 80 percent of maximum torque from 2500 rpm to its 8700-rpm redline, just like its four-cylinder progenitor, and the triple pulls cleanly even below 2000 rpm. Though the K75 does fall behind its larger sibling in any kind of straightline contest, the difference—on paper and in reality—is not as pronounced as you'd expect. An increase in compression ratio (from 10.2:1 to 11.0:1) and a revised combustion chamber allow BMW to squeeze a claimed 75 horsepower from the triple, only 15 less than the K100's claimed figure. Equally important, the K75 we rode produced that power without the buzzing that accompanies the K100's horses; vibration seeps through the grips only above 6000 rpm, and the footpegs remain eerily smooth throughout the rev range.

That lack of vibration indicates that the K75 might uphold the R75 tradition, providing the exact combination of power, agility and vibration that its K100 stablemate somehow misses. Still, the bikes we rode were pre-production models, so final judgment will have to wait until the triple makes the journey to these shores in the spring. But they could turn out to be everything the K100s promised. —*Jim Miller*



Both the K75C and the more sporting K75S make full use of existing K100 hardware

All-new bodywork for the latest family members, but the heritage is apparent.

PHOTOGRAPHY © 1985 GREG JAREM

• In another item about the wheelings and dealings of major motorcycle companies, there's talk these days that Harley-Davidson might fold its Wisconsin plants, in Milwaukee and Tomahawk, to seek a "better business climate" in another state. This particular story has all the elements of a red-hot rumor, to be sure . . . well, all but one: There's no basis in fact. Harley-Davidson spokesmen say the story got started from an out-of-context statement picked up from a United Press International story, one which dealt only with the three-wheeled Trihawk. So, just for the record, The Motor Co. is still The Gear That Made Milwaukee Famous—and it intends to stay that way.

APART FROM THE CROWD

• Where there's a will, there's a way. And in this case, since a way's been found, perhaps a will is in order. That's because British stunt rider John Goddard has devised a means to perform a stunt that was previously banned. The plan was to jump a motorcycle over the rotating blades of a pair of helicopters, but British authorities put a stop to the event, by threatening to pull the helicopter pilots' flight licenses. Goddard will attempt jumping the blades anyway, but without the choppers; the rotor blades will be powered by stationary motors. That's only the finale, though. Goddard plans to warm up for the big jump by riding through no less than 21 walls of fire.

• You say your liquid-cooled wonderbike needs some antifreeze, but the auto-parts store is closed? No problem. If you've got a bottle of Austrian wine, you might have just what you need in the refrigerator, right next to the pickled herring. Nearly 1 million gallons of exported Austrian wine reportedly were contaminated with toxic levels of diethylene glycol, a primary ingredient in antifreeze; the chemical substance apparently was added to disguise the wine's poor quality. Contaminated wines have been discovered in the United States, Canada and throughout Europe, so you shouldn't have to face the antifreeze dilemma for quite a while. After all, liquor stores are open lots later than parts stores.

Slotline Express drew crowds on PGA tour

Par for the course for the Golf Wing.

• What does it take to promote a high-tech inertial golf putter? Why, a high-tech motorcycle, of

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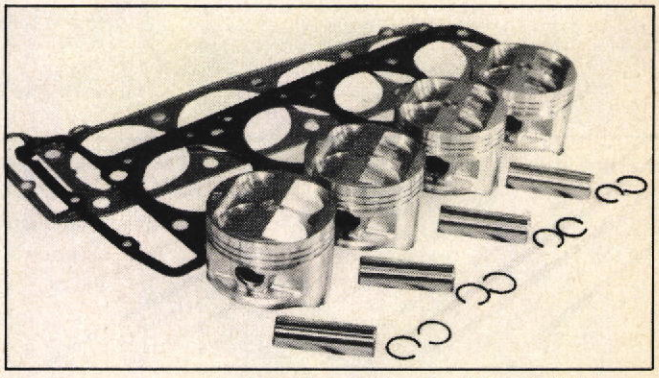

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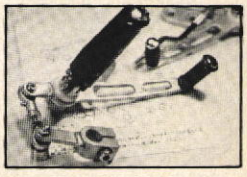

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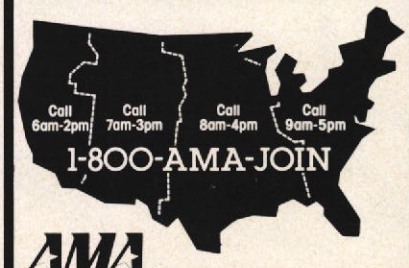


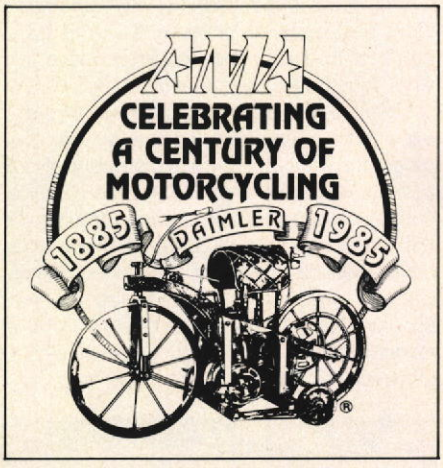
AMA
AMERICAN MOTORCYCLIST ASSOCIATION
IN OHIO (TOLL CALL): 614-891-2425

course, replete with computers, stereo and the requisite golf-bag rack. That was the thinking of Duke Duclos, president of Slotline Golf. So he commissioned the, uh, cart, nicknamed Slotline's Golf Express. This rolling billboard was the hit of the PGA show in Long Beach, California, as well as the center of attraction at a number of golf tournaments. That shouldn't come as a surprise, though. After all, the Express is not only a pretty fair golfer's fantasy, it's the only *fore*-cylinder motorcycle around.

Jay Gleason celebrates fastest birthday ever

Thirty years—and 10.33 seconds.

• Picking out just the right birthday present for someone special can pose a problem, but officials at Yamaha had the right idea. They recently awarded pavement gunslinger Jay Gleason with a V-Max, in celebration of his 30th birthday—and in honor of turning a 10.33/129.87 mph quarter-mile on the big vee-four. Congratulations, Jay. Now blow out the headlamp and make a wish.



AMA observes motorcycling's 100th year.

Gee, it doesn't look a day over 90.

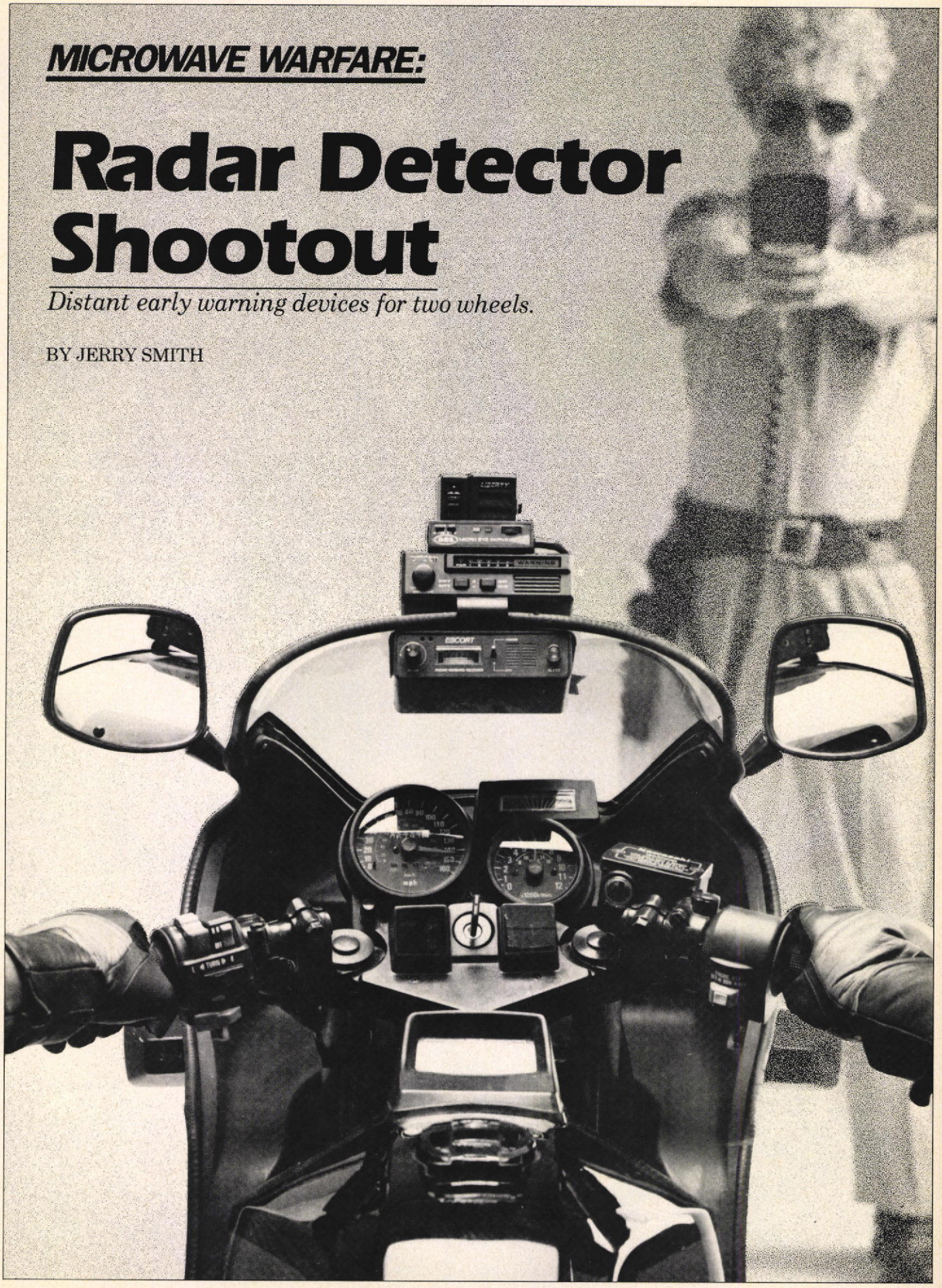
• While you're still thinking of blowing out birthday candles, blow some out for motorcycling on November 10; 100 candles, to be exact. On Nov. 10, 1885, the first motorcycle was ridden, a jaunt of 7 miles from Canstatt to Unterturkheim, Germany. The American Motorcyclist Association will celebrate the occasion with dozens of fund-raising events around the country. The AMA also will hold a motorcycle industry banquet in Anaheim, California, on Nov. 10. Happy birthday, motorcycling—and many more. •

MICROWAVE WARFARE:

Radar Detector Shootout

Distant early warning devices for two wheels.

BY JERRY SMITH



PHOTOGRAPHY © 1985 DAVID DEWHURST

When it comes to the road wars, you can forget about such conventional weaponry as MX missiles, stealth bombers and spy satellites. That's because the war being waged on this country's highways is an electronic one, one of epic proportions, and whether you know it or not, you're on the front line every day. The battle lines shape up like this:

Firmly entrenched on one side of the battlefield are the police, armed with sophisticated radar equipment, doggedly and profitably enforcing one of the most unpopular and widely ignored laws since Prohibition—the 55 mph speed limit. And on the other side of no man's land, out in the open and riding blindly into the sights of Smokey's radar snipers, is—us.

In the past the arms race in this particular conflict has passed motorcyclists by, leaving them sitting ducks for Smokey to pick off at will. But now, motorcyclists have a powerful new ally: Radar detector manufacturers, once concerned only with the automotive market, now offer not only detectors modified for motorcycle use, but units designed exclusively for motorcycles, as well.

So we assembled a collection of these early warning devices to see which ones can sniff out Smokey before he can draw a bead on us. Of the four units tested, one is a state-of-the-art automotive detector, two are automotive detectors specially modified for use on motorcycles, and one is a new unit designed specifically for motorcycles. And since we wanted to see things through Smokey's eyes, as well, we obtained a pair of the latest guns in his radar arsenal, one in each of the two frequencies—X and K—set aside for police radar.

Armed with modern weapons from both sides of the electronic war, we retired to our test site to see which detectors would give us the earliest warning against Smokey's first strike. And part of what we discovered is this: In the freeway freedom fighter's skirmishes with police radar, the best offense is a good defense, and the best defense is a radar detector.

Battle Strategies

Every day, thousands of motorists sign up for a tour of duty in the struggle against the Double Nickel. But instead of OD fatigues, a flak jacket and rifle, standard issue for today's freeway freedom fighters includes a radar detector.

Just like a ground soldier's flak jacket, though, radar detectors are only defensive weapons, and as long as Smokey has the element of surprise on his side, it's important to know how and where he operates in order to take full advantage of a detector's early warning. And Smokey has three main battle plans, which we simulated to help determine which detector affords the best protection against sneak attacks.

Among Smokey's habitual hunting grounds are long, straight stretches of road where 55 mph seems like a walking pace. To duplicate that situation, the first phase of testing took place on a stretch of road almost a mile and a half long, pitting the detectors' long-range defense capabilities against police radar artillery.

Smokey will ambush his prey, too, planting microwave nests around blind corners or beyond the crests of hills, and in those situations he'll drop you in your tracks faster than you can say "Good morning, Your Honor." Consequently, a test of the detectors' effectiveness in close-quarters combat entailed placing the radar guns around a corner at the end of a straightaway, with a row of trees along the side of the road hiding the radar from view until almost point-blank range. We also took to the high ground to determine

Radar rebels plot detectors' effectiveness against enemy microwave bombardment

No longer riding blind against Smokey's electronic onslaught.

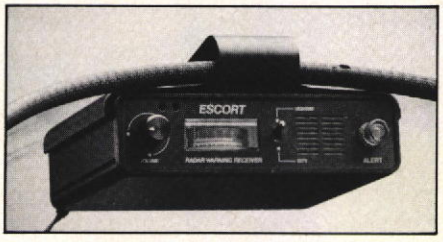
which detector is best at pinpointing Smokey in hilly terrain, with the radar source dug in beyond the crest of a hill with a straightaway leading up to it, one of Smokey's favorite positions from which to lob microwave mortar attacks. As with the around-the-corner scenario, the over-the-hill test helps gauge a detector's ability to reveal radar hidden from view.

But even though Smokey's attack plans are fairly well known, most motorcyclists still ride headlong into battle without the protection of a radar detector, primarily because most detectors aren't suitable for use on motorcycles. Radar detectors originally designed for cars lack protection from dirt and water, two things virtually inseparable from motorcycling. In addition, wind noise can drown out a car detector's audible warning signal just when the action heats up.

And that's where this arsenal of special defense weaponry comes in. Although only one detector in the test—the Liberty—claims to be water-resistant, all of them have quick-detach mounting hardware and power cords; in case of a sudden shower they can take cover in seconds. In addition, the Liberty, Uniden and Bel detectors deliver their warning signals through earphones, and the Uniden and Bel can override on-board stereos or CB radios, using the bike's external speakers to warn of incoming fire.

You don't want to wait until you're in Smokey's cross hairs to think about self-defense, though. If you do, you'll end up another casualty of the 55 Offensive. With that in mind, let's take a look as the troops pass in review. Gentlemen, choose your weapons.

A Tour of The Electronic Armory



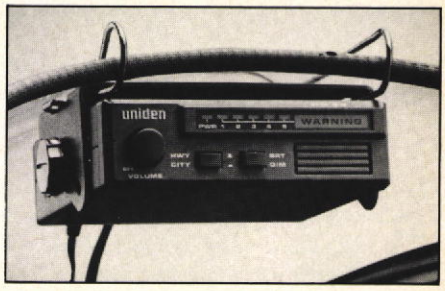
ESCORT

Weight: 1 pound 7 ounces
Dimensions: 5 3/16 inches by 5 ½ inches by 1 1/16 inches
Suggested retail price: $245
Manufacturer: Cincinnati Microwave
One Microwave Plaza
Cincinnati, Ohio 45242

Cincinnati Microwave's Escort, acknowledged by radar raiders as the ultimate defensive weapon against unseen Smokey attacks, serves as a basis of comparison for the three motorcycle detectors in this test. And even though the Escort is designed primarily for cars, like many radar detectors it attaches easily to most bikes' fairing screens, using the unit's sun visor mounting bracket.

And like the other three detectors we tested, the Escort blows Smokey's cover from more than a mile away in a straight line in both X- and K-band, providing ample time to slow down. Around-the-curve reconnaissance finds it third-best in X-band and the winner in K-band, but it's in the over-the-hill test, where it won both categories bands down, that the Escort backs up its reputation as the electronic equalizer.

As formidable an anti-Smokey device as it is, though, the Escort lacks an earphone jack, and at most speeds its warning signal can't overcome wind noise. And when you're out on the road going *mano a mano* with radar, you don't want your big gun equipped with a silencer.



UNIDEN RD-55

Weight: 3 pounds 2 ounces
Dimensions: 5 ¼ inches by 5 ⅛ inches by 1 ½ inches
Suggested retail price: (as tested) $360.35
Distributor: Markland Industries
3500 Carriage Drive
Santa Ana, California 92704

Markland's version of the Uniden RD-55 reflects a pearl-handled approach to self-defense against sneaky Smokeys by adding extra features to the basic unit. Originally designed for car use, the RD-55 now works in conjunction with either one or two 5-inch-long override boxes to send its warning signal through either a bike's sound system or a pair of earphones, which we used. And if you're slugging it out with Smokey from the saddle of a Gold Wing, Markland's version of the RD-55 can hook right up to the gang connectors on the stock Honda headset and sound system. In addition, the RD-55 comes with both a clip-on mount that attaches easily to a bike's windscreen, and a bolt-on, adjustable windshield-mounted bracket.

Continued

Though loaded with features that make the RD-55 suitable for motorcycle use, the Uniden unit practically shoots blanks compared to the competition when it comes to blowing the whistle on Smokey's potshots. Although it matches the others for straight-line sensitivity and musters a pair of second-place finishes in K-band around-the corner and over-the-hill testing, it places dead last in those same two tests against X-band. And since X-band is Smokey's favorite frequency, the RD-55 just might be his favorite detector, too.

BEL MICRO EYE

Weight: 2 pounds 3 ounces
Dimensions: 4 11/16 inches by 3 1/8 inches by 1 3/16 inches
Suggested retail price: (as tested) $360.35
Distributor: Markland Industries
3500 Carriage Drive
Santa Ana, California 92704

Another Markland make-over, Bel's Micro Eye is the derringer of detectors. Despite its small size, though, the Bel packs all the same features as the RD-55, including clip-on and bolt-on mounting, earphones and compatibility with stock Honda stereo and CB systems.

The Bel's diminutive size belies its high-caliber performance in the straight-line sensitivity test, though, where it matches the other units yard for yard. In addition, the Bel's X-band sensitivity places it second in around-the-curve, and third in over-the-hill testing.

But radar rangers should make sure their local Smokeys don't pack K-band heat, because the Bel is practically blind to hidden K-band radar, in most cases barely sounding the alert before line-of-sight contact. And that means right about the time the Bel picks up Smokey, Smokey picks off the Bel.

LIBERTY

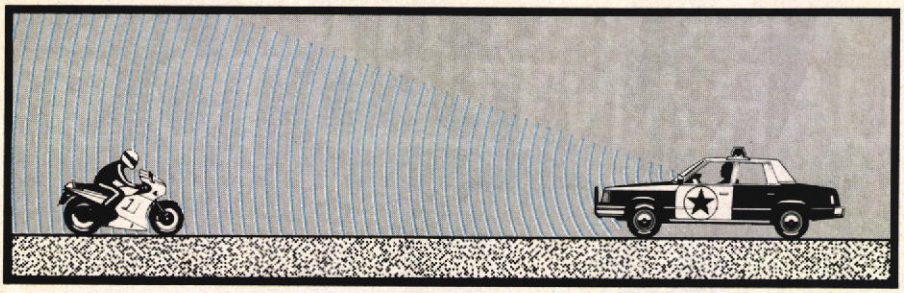
Weight: 1 pound 15 ounces
Console dimensions: 1 15/16 inches by 2 3/8 inches by 1 9/16 inches
Receiver dimensions: 3 15/16 inches by 3 1/8 inches by 1 1/2 inches
Suggested retail price: $329
Manufacturer: Controlonics Corp.
Five Liberty Way
Westford, Massachusetts
01886

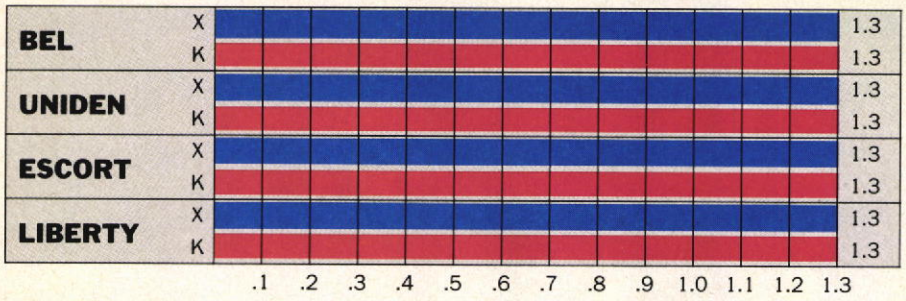
Controlonics' Liberty represents the leading edge of anti-55 weapons technology for microwave minutemen. Claimed to be water-resistant and vibration-proof, the compact unit's two-piece design allows remote mounting of the receiver, leaving only the small console showing. In addition, although an earphone is standard equipment, the Liberty's console-mounted alarm packs the loudest warning signal in the test, the only one strong enough to fight through most wind noise.

Duplicating the straight-line sensitivity of the competition, the Liberty is otherwise partial to X-band, bagging first place in around-the-curve and placing hot on the Escort's heels for second in over-the-hill. But its K-band score rates no more than a tie for last place in around-the-curve and third by a nose over the K-blind Bel.

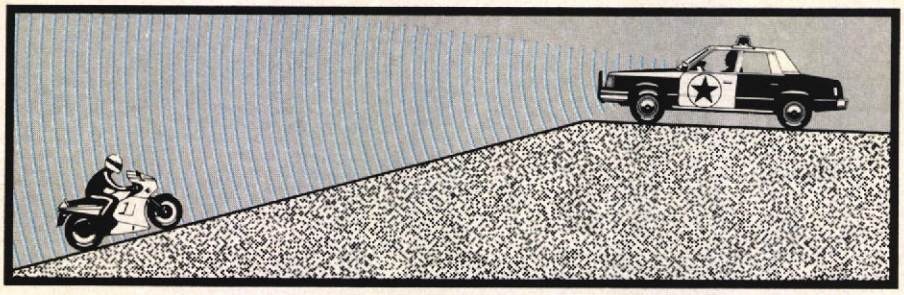
Although its combined X-band sensitivity exceeds even that of the Escort, like the Bel, poor K-vision handicaps the Liberty's overall performance. And all the electronic armor plating in the world can't help you if Smokey finds your soft spot.

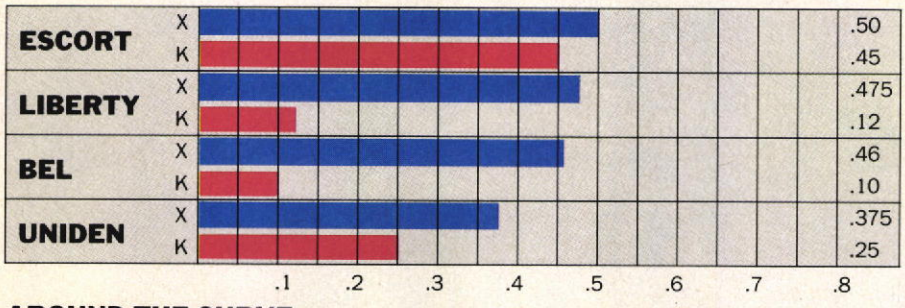
STRAIGHT LINE



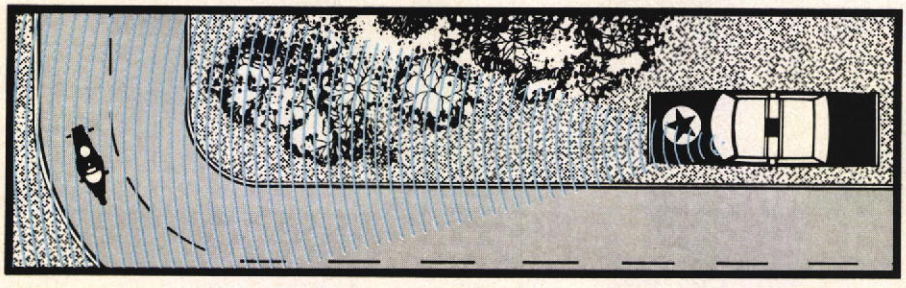


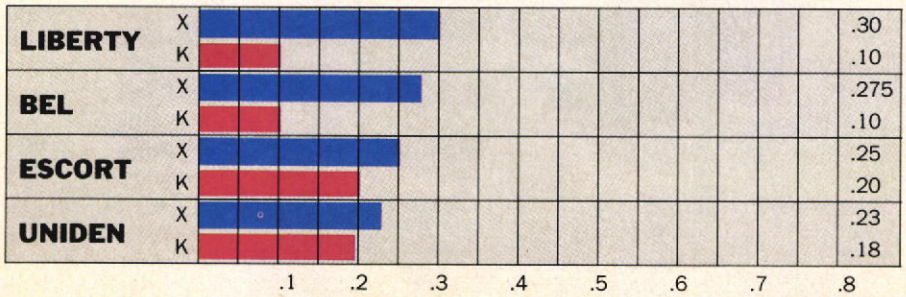
OVER THE HILL





AROUND THE CURVE





The Ultimate Weapon

Determining which radar detector represents a motorcyclist's best defense against Smokey's 55 Offensive proved a tougher task than one might expect. That's because, in all but a few instances, each detector gave sufficient warning of Smokey's snipers for a rider to be able to to reduce speed and avoid becoming a casualty.

But this is war, and good enough just isn't good enough; we're looking for nothing less than the most effective and versatile radar detector for motorcyclists. Finally, we resorted to an Olympic scoring system, based on a detector's finish in each test by band and its combined overall performance, to come up with a winner.

And after the final tabulation, the Bel comes in last, its 2-3 finish in X-band unable to offset a dismal showing against K-band. Only slightly better than the Bel, the Uniden RD-55 nets third place in our comparison, beating the Bel sufficiently in K-band to make up for two last-place finishes in X-band.

Both the Bel and the Uniden, though, faced stiff competition from the Escort, the undisputed K-band champ. Moreover, the Escort's X-band prowess earns it second place overall in that category, as well. In fact, with its combined score in the two bands added up, the Escort comes up the winner on points alone.

There's another factor to consider here, though: The Escort might be a devastating anti-Smokey device, but it's ill-suited to service in the motorcycle microwave militia. Its warning signal is barely audible over wind noise, there are no provisions for an earphone, and it lacks weather-proofing. In fact, only one of the units fulfills all of those requirements, and provides an overall level of protection close to that of the Escort, as well.

And that distinction belongs to Controlonics' Liberty detector. Although the Liberty places third overall in K-band, it walks away with top honors in X-band, beating even the Escort. As we said, though, there's more to consider than just performance, although the Liberty packs enough of that to ensure plenty of sleepless nights among Smokey's Supreme Command. The Liberty's two-piece design and its adaptability to the special needs of motorcycling combine to make it *the* choice as the best motorcycle radar detector available. It's also the concrete commando's best ally for getting through the daily tour of duty in the microwave war zone with his war record—and his license—intact. •

INTRODUCING THE FIRST GUARANTEED TO SIT

There are two very important reasons for owning the 1986 Suzuki Cavalcade LX: you and your co-rider. Because the Cavalcade LX is the first luxury touring machine designed around the two of you, instead of the other way around.

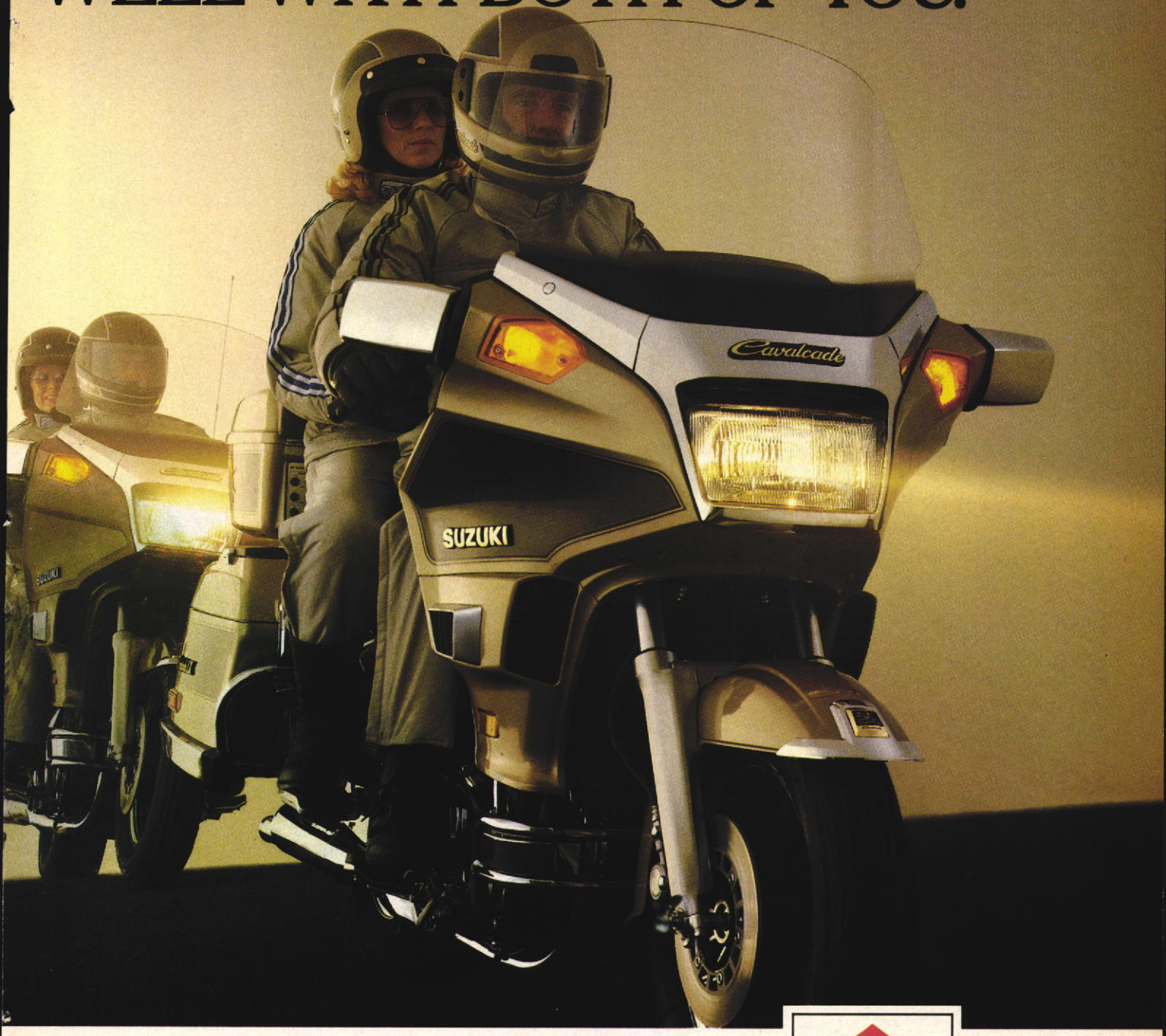
There's no more comfortable way to ride and ride and ride...

THE COMFORT OF IT. Orthopedically-designed seats with Suzuki's exclusive new air cushion system—a pneumatically-inflatable co-rider seat and backrest. Wind tunnel-designed windshield/fairing combo shields riders from rain and minimizes noise. AM/FM cassette deck with separate rider/co-rider controls. Adjustable rider footpegs and co-rider footboards to minimize fatigue. Computerized "resume function" cruise control.

The largest combined storage capacity of any production bike.

The 1986 Cavalcade LX.

LUXURY TOURING MACHINE WELL WITH BOTH OF YOU.



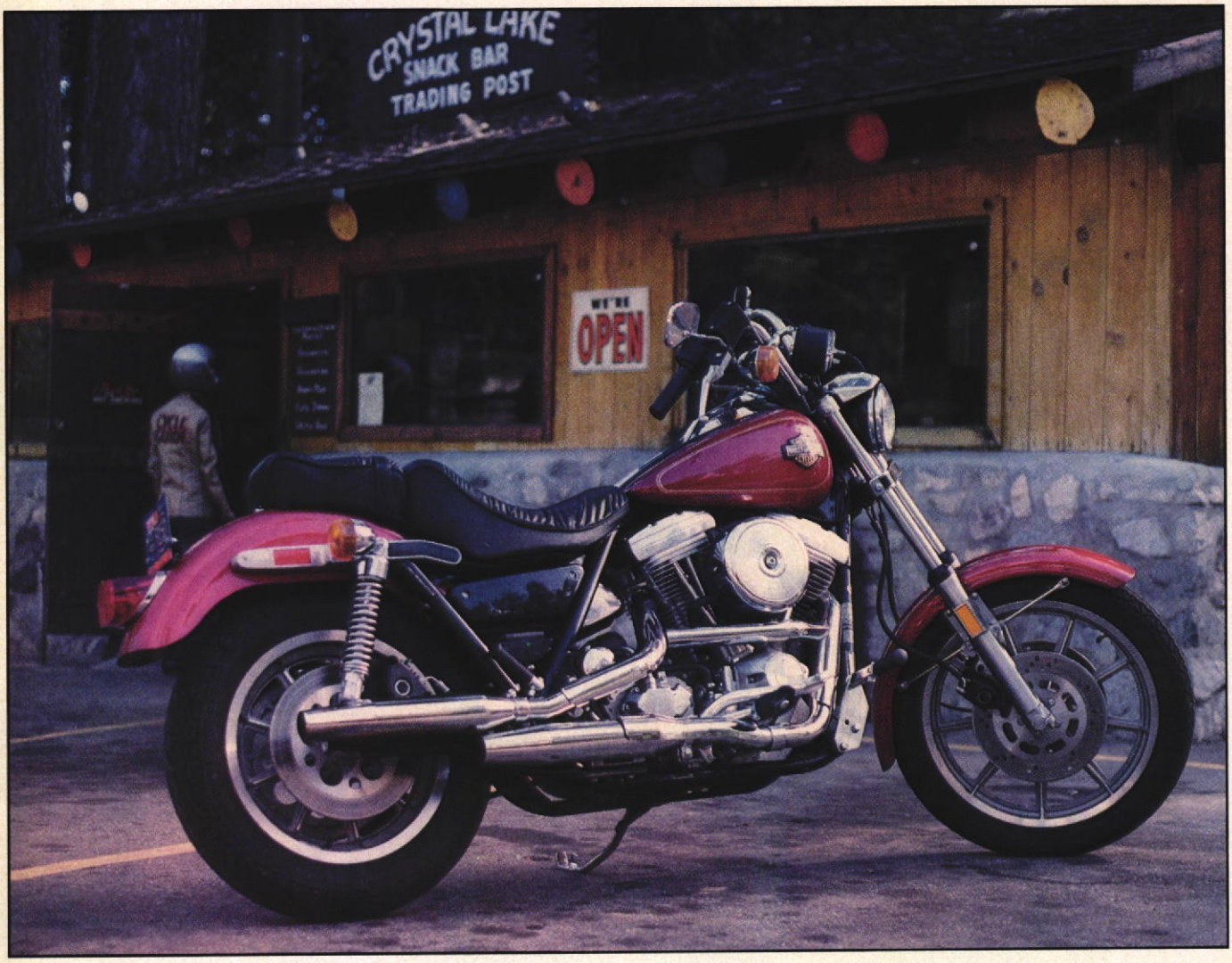
THE MECHANICS OF IT.
The largest engine in its class. A 1360cc, DOHC, liquid-cooled, 16-valve, 82° V-4 with TSCC. Maintenance-free valve adjusters and transistorized ignition. Shaft-drive with built-in damper for lash-free operation. Pneumatic "Auto-Levelling" System. Triple disc brakes.

THE SECURITY OF IT.
It's comforting to know that Suzuki has the Cavalcade Security Service Program, a nationwide specially-trained dealer network, to give Cavalcade owners on-the-road priority service. Suzuki also backs the Cavalcade with a 24-month, 24,000-mile warranty. See the "Limited Warranty" policy at your local dealer for complete details.

SUZUKI®

TOGETHER YOU'RE A SINGLE MOVING PART.

Be safe. Always wear a helmet, eye protection and riding apparel. For riding courses call the Motorcycle Safety Foundation at 1-(800)-447-4700.



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ROAD TEST:

Harley-Davidson Low Rider FXRS Sport Edition

Versatility above and beyond the call of duty.

BY MARC COOK

There's something missing in the current crop of Japanese cruiservees, something that's slowly but surely vanishing as each new generation hits the streets. Many of today's city-slick cruisers place a premium on low seat heights and ever more radical seating positions, often at the expense of cornering clearance and long-term comfort. Consequently, as these bikes get more specialized and streetwise, they arguably become better cruisers, but practically drop to their knees at the city

limits. What's missing in today's cruiser class is versatility.

Meanwhile, though, Harley-Davidson, the company whose motorcycles play role model to nearly every Japanese cruiservee, offers a cruiser that's as unexpected as seeing Eddie Murphy open for Oral Roberts. That motorcycle is the Low Rider FXRS Sport Edition—now its own discrete model after a successful year as the standard FXRS outfitted with the Optional Performance Sport Suspension. What makes the Sport Edition so unexpected—and what made the suspension package sell well—is the RS's uncommon versatility. Thanks to compliant suspension, a moderate riding position and a motor as agreeable as a Cadillac salesman during a fuel crunch, the FXRS-SE is more comfortable and more versatile than many Japanese vee-twin cruisers. In that Milwaukee-replica context, then, the RS-SE stands out as a shining overachiever.

Part of the Sport Edition's wide-band appeal lies under the polished aluminum of the bike's massive 80-cubic-inch engine. The rumbling 45 degree vee-twin delivers copious amounts of low-end punch with superb tractability, pulling hard from basement-level rpm and pouring out an unbroken stream of power right up to the 5200-rpm redline. Forays into the upper part of the tach aren't necessary, though, because there's plenty low-end and midrange for an instant thrust of acceleration anytime you snap the throttle open. What's more, the 34mm Keihin carburetor enhances the motor's agreeable nature by providing excellent throttle response and precise fuel metering.

And as an added inducement, the Sport Edition's motor produces its power while transmitting remarkably little vibration to the rider. True, if you let the revs drop below about 1800 rpm, the 1338cc vee-twin quakes and shudders like a California fault line. But at boulevard trolling speeds, the SE's engine produces only a slight throbbing through the footpegs and grips, and as road speeds rise the Harley keeps its composure, clear until it begins to feel out of breath—and buzzy—at 85 mph. Overall, what little vibration that does get through to the rider amounts to little more than a subtle reminder that there's a pair of enormous pistons at work under the 4.2-gallon tank.

More compelling, perhaps, is that the Sport Edition's engine makes good with no radical changes compared to the '85 RS. Some minor alterations were made to the airbox and exhaust system in order to meet the new, stricter noise emissions standards, but otherwise the RS's Evolution engine remains a virtual carryover from last year's. As such, it also shares updates made to the V² driveline since its introduction in 1984. During that period, Harley fitted a wet, diaphragm-spring clutch into the primary case, a change that both reduced the lever effort and broadened the clutch's engagement band. Then, in 1985, H-D replaced the RS's chain final drive with a Kevlar-reinforced belt. That change makes for a clean, quiet final drive system, and on the SE the belt didn't require an adjustment in more than 2000 miles of testing. In fact, the SE's final drive is virtually maintenance-free, putting the bike on par—in that respect—with shaft-drive Japanese cruisers.

It's the SE's chassis, though, that places it head and shoulders over most other cruiservees, and much of that superiority stems from the Sport Edition's plush suspension. In front, Harley mounts a Showa fork with 0.4-inch more travel than the standard FXRS's fork, and with 2-inch longer stanchion tubes and slightly softer springs. At the same time, the RS's twin Showa shocks have been lengthened by 0.8 inch—also providing 0.4-inch more travel than the base FXRS's—and come equipped with softer springs. As a result, the longer, more softly sprung suspension provides the bike with better compliance and more cornering clearance than before, in addition to lengthening the wheelbase slightly, and increasing rake and trail (31 degrees, 122mm for the SE, compared to 29 degrees, 107mm). The Performance Suspension also contributes to a 0.9-inch taller seat height than is the case with the standard FXRS, but most

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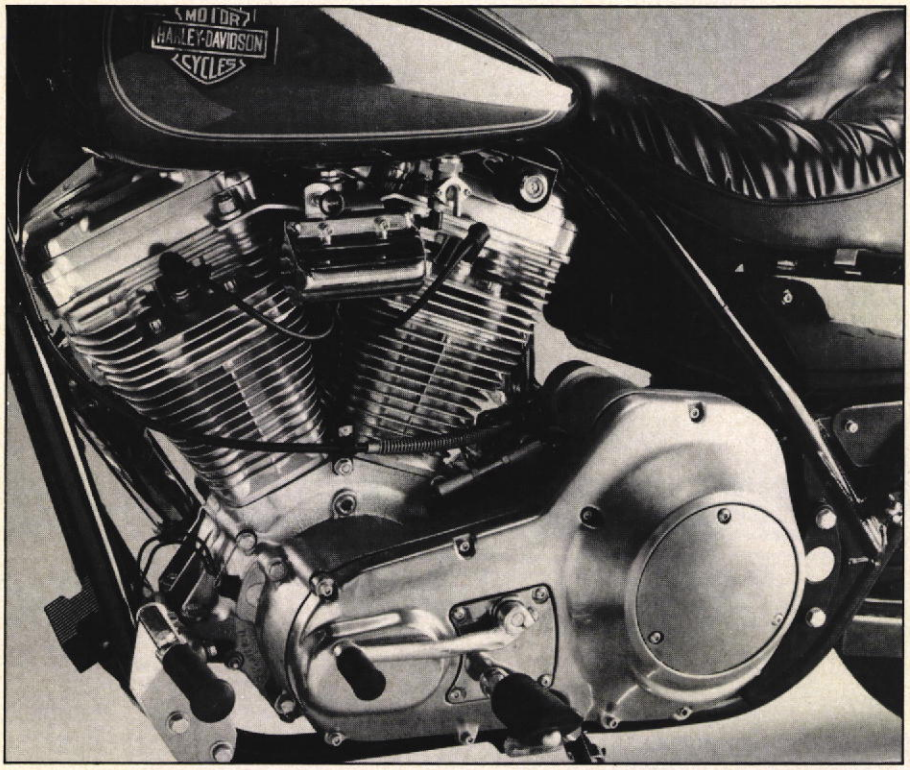
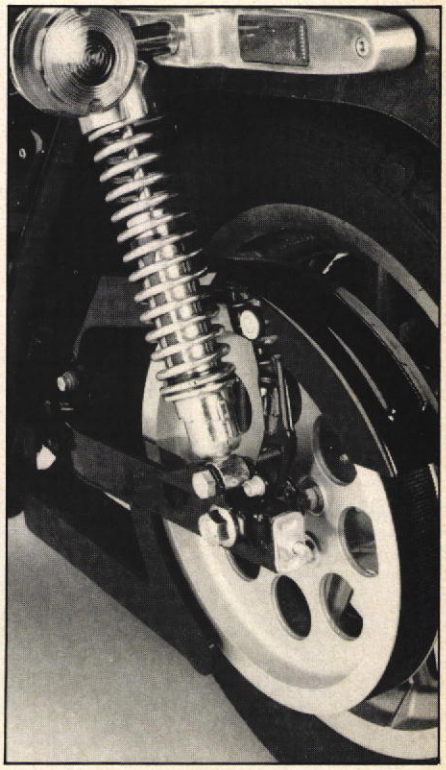


DETAIL PHOTOGRAPHY © 1985 VAL GELINEAU

Gleaming vee-twin has the brawny look essential to the cruiservee image

Impeccable manners prove the V²'s beauty is more than skin deep.



SE uses taller shocks than base FXRS

Long travel makes the Sport.

© 1985 DAVID DEWHURST

riders will be happy to sit fractionally higher in exchange for the SE's improvements in ride and handling.

Still, the suspension package comprises only two-thirds of the Sport Edition chassis' differences from the garden variety FXRS; an additional front disc brake completes the picture. Harley essentially doubled the stock FXRS's single-action disc brake setup, though for '86 the firm also juggled the hydraulic ratio for the front brake to provide slightly reduced lever effort. The results show that Harley's efforts were well spent, too, because lever effort is respectably light, and there's sufficient stopping power to lock the front tire at will.

There's nothing about any of those pieces themselves, though, that tips you off to how well this Harley works. Laid-back city-street cruising, especially, best exploits the Sport Edition's virtues. In that environment, the SE works extraordinarily well, with the bike's broad powerband again coming to the fore, offering near-effortless low-speed riding; you practically have to hit the kill switch to run out of low-end torque. At those speeds, the RS feels remarkably light on its feet, too, with the wide handlebar providing sufficient leverage to make the Sport Edition feel considerably lighter than its 592 pounds. And completing the

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph, ft.
Harley-Davidson FXRS Sport Edition-'86	13.654/96.25	115	592	132
Harley-Davidson FXRS Low Glide-'84	13.917/94.57	112	575	140
Harley-Davidson XLH 883 Sportster-'86	14.045/92.40	106	467	131
Honda VT1100C Shadow-'85	13.022/100.33	112	560	127
Suzuki VS700GLF Intruder-'85	12.998/101.01	112	442	132
Yamaha XV1000 Virago-'85	12.993/101.59	111	507	132

Harley's cruising package is the Barcalounger-plush suspension. Admittedly, the Sport Edition's ride isn't quite touring-bike smooth, but few harsh jolts ever get to the rider, and the bike's suspension dispenses with large, rolling bumps with a soft, hydraulic squish.

The Harley's soft suspension doesn't hinder it on a twisty road, though. Set up for sport riding—which means setting the shock springs to their middle preload position—the Sport Edition can be hustled along a mountain road at a surprising clip. You can throw the Sport Edition into turns easily, thanks mostly to the handlebar's leverage and the bike's low *cg*, while the 19-inch front wheel, raked-out steering head angle, lengthy trail and wheelbase contribute to stability at speed, something the Sport Edition possesses in spades. And with the RS-SE's taller suspension, there's more cornering clearance to work with, too: You have to be right out to the edges of the sticky Dunlop Touring Elite tires before anything touches down. The engine doesn't have be wound out to the edge during those backroad romps, though. Because of the Harley's wide powerband, there's torque aplenty to propel you out of corners with booming authority.

That style of tractable power delivery helps make the FXRS suitable for long-distance use, too. Top-gear acceleration from 60 mph is immediate and impressive: A twist of the throttle has the Sport Edition lunging down the road with amazing dispatch. And when you combine the SE's plentiful torque, almost negligible vibration at highway speeds, and soft suspension, you've got a remarkably long-legged cruiservee. What distances the Sport Edition from other cruiserbikes in that respect, though, is its riding position. The comfortable handlebar complements the bike's *three* sets of footpegs to allow riders to shift about easily, rather than being relegated to the single, laid-back position most other boulevardiers affect. Still, the Harley's long-haul aspirations are undermined somewhat by its saddle, because its soft padding sacks out quickly, making you want to press those three sets of footpegs into use.

What few rough edges the Sport Edition might have, however, simply cannot take away from the wall-to-wall grin the FXRS fosters after only a short time in the saddle. Here is a Harley-Davidson with its seams ironed nearly flat. More important, however, the corporate steam iron accomplished that successful marriage of components using tried-and-true Harley parts; the Sport Edition's difference is how the parts work together.

But there's more to the Sport Edition than its simply being a better Harley. The RS-SE not only represents the archetypal cruiser, it also affords its rider an unprecedented range of uses, and flies in the face of the notion that cruiservees need be narrow-focus, single-purpose motorcycles just to succeed in their own field. Quite simply, the FXRS is a versatile, multi-role player, one that bridges the gap between style and function with a straightforward kind of honesty. The Sport Edition is what every cruiser could be, and an example from which every cruiser manufacturer could stand to learn. •

Nits:

- No fork lock.
- No centerstand.
- No toolkit.
- Large, bulky hand controls awkward to use.

Picks:

- Highway pegs are adjustable.
- Thumb-operated throttle lock is convenient.

Sport Edition possesses the American-custom profile everyone tries to copy

But comfort and versatility distance the RS from the look-alikes.

Ride Review

- Characteristically, cruiserbikes force me to make an unpleasant decision: Do I want to look good, or feel good? Ideally, I'd be able to do both, but it's impossible for me to do *either* on most cruisers, whose makers insist I contort my 6-foot frame into positions not anticipated by *my* Maker in order to ride their motorcycles. And it's hard for me to appreciate a cruiser's virtues—or any motorcycle's—with my knees jammed up into my armpits.

But the FXRS imposes no such ergonomic concerns on me. Its roomy accommodations make me feel pampered instead of pretzeled, a welcome guest instead of an add-on accessory. Harley engineers know that a cruiser should not only look good, but feel good, too, and for my money—more than $8500 of it, in this case—that's why the FXRS is my favorite cruiservee, regardless of make, model, or country of origin. —*Jerry Smith*

- Even the uninitiated know there's a certain mystique associated with Harley-Davidsons. They appeal with a bad-boy, hey-look-at-me showiness that anyone, anywhere, notices and many envy. I had always been mesmerized by that H-D quality. And now that I was actually going to *ride* one, I anticipated being caught up in the spell.

I wasn't disappointed, either; the FXRS is everything I imagined a Harley to be and more. True to form, the bike's unmistakable styling attracts plenty of attention. Yet in cruise mode, the FXRS is seductive, with its surprising comfort and smoothness, and none of the notorious vibration I'd heard about. Here is tangible proof Harley-Davidsons offer more than just their image. But the discovery doesn't break any spell; it just increases the potency. —*Tim Brodd*

- We get letters; lordy, do we get letters. If we complain about so much as the turn-signal switches on a Harley-Davidson, we hear about it from the faithful. No other motorcycle, it seems, moves its devotees to such impassioned defenses as the machines from Milwaukee. So it might surprise them that we like the FXRS. It's no surprise to us, though; we've liked the FXRS for years. In fact, it's become our yardstick of comparison for other cruiservees, and it's arguably the best motorcycle in Harley's entire line.

All of which makes us wonder why *all* Harleys aren't this good. We know H-D can make smooth, comfortable bikes with compliant suspensions; we know how good they *can* be from the FXRS. But until they are, we'll just brace ourselves for the next salvo. Incoming!

—*Charles Everitt*

CYCLE GUIDE SPECIFICATIONS

Harley-Davidson FXRS Sport Edition

street

MANUFACTURER: Harley-Davidson Motor Co. Inc., 3700 W. Juneau Ave., Milwaukee, Wisconsin 53201

SUGGESTED RETAIL PRICE: $8524 as tested

ENGINE

Type . . . . . four-stroke 45 degree tandem vee-twin
Valve arrangement . . . . . pushrod-operated overhead valves
Bore and stroke . . . . . 88.8mm x 108.0mm
Displacement 1337.7cc
Compression ratio 8.5:1
Engine redline . . . . . 5200 rpm
Carburetion . . . . . one 34mm Keihin butterfly-type with accelerator pump
Air filter . . . . . washable oiled foam element
Lubrication . . . . . dry sump
Starting system . . . . . electric only
Ignition . . . . . transistorized breakerless
Charging system . . . . . 12-volt; 310-watt alternator, voltage regulator/rectifier, 19-ampere-hour battery

DRIVETRAIN

Primary drive . . . . . double-row chain; 1.542:1 ratio
Clutch . . . . . wet, multi-plate
Final drive . . . . . toothed belt; 2.188:1 (70/32) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	3.241	10.935	6.69
II	2.210	7.456	9.82
III	1.603	5.408	13.53
IV	1.233	4.160	17.59
V	1.000	3.374	21.69

SUSPENSION/WHEEL TRAVEL

Front . . . . . Showa, 35mm stanchion tube diameter/ 6.4 in. (162mm)
Rear . . . . . dual Showa shocks, 5-position adjustable spring preload range/3.5 in. (90mm)

BRAKES

Front . . . . . dual single-action hydraulic calipers, 11.1-in. (283mm) effective disc diameter
Rear . . . . . single-action hydraulic caliper, 11.5-in. (292mm) effective disc diameter

TIRES

Front . . . . . MM90H19 Dunlop K291T Touring Elite tubeless
Rear . . . . . MT90S16 Dunlop K291T Touring Elite tubeless

DIMENSIONS AND CAPACITIES

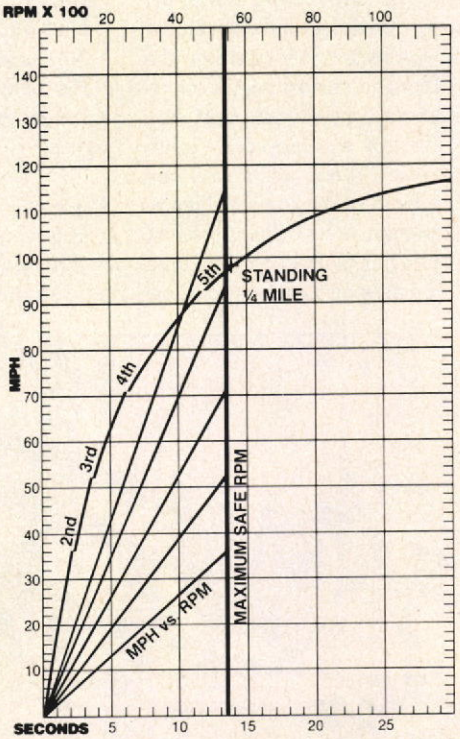
Weight . . . . . 592 lbs. (268.5kg)
Weight distribution . . . . . 45.8% front, 54.2% rear
Gross vehicle weight rating (GVWR) . . . . . 1085 lbs. (492kg)
Load capacity (with full fuel tank) . . . . . 467 lbs. (212kg)
Wheelbase . . . . . 63.8 to 65.4 in. (1620 to 1660mm)
Seat height . . . . . 29.4 in. (748mm)
Handlebar width . . . . . 28.3 in. (720mm)
Footpeg height . . . . . 12.4 in. (314mm)
Ground clearance . . . . . 5.2 in. (131mm), at sidestand
Steering head angle . . . . . 31.0 degrees from vertical
Front wheel trail . . . . . 4.82 in. (122mm)
Frame . . . . . tubular, stamped and square-section mild steel, double front downtubes
Oil capacity . . . . . 3.0 qt. (2.8l)
Fuel tank . . . . . steel, 4.2 gal. (15.8l), including 0.7 gal. (2.6l) reserve
Instrumentation . . . . . speedometer, odometer, tripmeter resettable to zero, tachometer, fuel gauge

PERFORMANCE

Fuel consumption range . . . . . 31 to 50 mpg (13 to 21 km/l)
Average fuel consumption . . . . . 41 mpg (17 km/l)
Cruising range, maximum . . . . . 130 to 210 miles (210 to 338km)
Cruising range, reserve only . . . . . 22 to 35 miles (35 to 56km)
Speedometer error, 30 mph indicated . . . . . 31 mph actual
Speedometer error, 55 mph indicated . . . . . 56 mph actual
Best 1/4-mile acceleration . . . . . 13.654 sec., 96.25 mph (155 kph)
Top speed (observed) . . . . . 115 mph (185 kph)
Stopping distance from 30 mph . . . . . 33 ft. (10.1m)
Stopping distance from 60 mph . . . . . 132 ft. (40.2m)

WARRANTY: 12 months, unlimited mileage

AVAILABLE COLORS: Vivid black, candy blue, candy red, candy burgundy and slate two-tone, candy purple and silver two-tone, Liberty Edition; candy, two-tone and Liberty Edition paint are extras



All weight and measurements are taken with machine unladen and fuel tank empty.

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PRODUCT EVALUATION:

Vetter Bagman 18-Liter Tankbag

Tank goodness for simplicity.

• Modern motorcycling has gone high-tech, and for evidence, the manufacturers offer up five-valve heads, electronic fuel injection and light-metal frames. The peripherals haven't changed much, though; for instance, we still carry gear on our bikes in basically the same ways we have for years. Not that there's anything wrong with that—sometimes old ways are still good ways. And one such example is the Vetter Bagman tankbag.

Indeed, the Bagman bag seems completely conventional, both in its construction and in the way it holds gear. Much like other bags, Bagman's is made of urethane-coated Cordura nylon, offering a large main compartment and three smaller ones, with a clear-plastic map pouch on top; YKK zippers provide access to the compartments, and a Velcro-secured flap seals the map pouch. Plus, there are four, vertical 1-inch-wide plastic strips at the bag's corners, as well as a strip around the top of the main compartment, to support the bag when it's empty or lightly loaded, so it won't look like a deflated tire tube on your gas tank.

When it *is* loaded, most of your gear can be stowed in the main compartment, as with most tankbags, while anything up to a size 9 shoe fits in either side pouch; the side pouches also have thin foam padding in their outer walls, to protect fragile items. The third pouch tucks neatly under the wide carrying handle, secured to the bag with Velcro; you can remove the pouch easily and loop it on your belt, and take small items with you during a sightseeing sideshow on tour.

And it if rains while you're on tour, the Bagman has it covered, with an elasticized, urethane-coated rain bonnet, which stays in place even at illegal speeds. Moreover, while the rain bonnet shields the tankbag from wet weather, a synthetic wool pad on the bottom shields your tank from the bag; even the harness—which threads underneath the gas tank—is padded.

There's nothing particularly remarkable about those features, but this bag does depart from most tankbag designs in how it mounts to its harness; four Lift-A-Dot metal snaps secure each corner. The snaps release in one direction only, which, according to Bagman, keeps the bag in place should the contents shift suddenly. And with a large gas tank, the snaps and harness do hold the bag firmly in place; the bag will shift fore and aft when mounted on a small, teardrop tank, though. Also, we had an embarrassingly difficult time with the Lift-A-Dot snaps—until we figured out how they worked. One person used too much muscle to free a snap from its pin, accidentally ripping the pin out of the aluminum buckle, and proving that the direction-style snaps are just that. But once we knew to press the tabs a certain direction, the system presented no problems.

Overall, though, the Bagman tankbag does present a solution to the problem of hauling your gear. It does yeoman duty, in a solid, dependable fashion, with little flash. It's not a revolutionary design, but it's good enough. And sometimes being good is better than being revolutionary.

—Dain Gingerelli

A tankbag like any other

With unconventional Lift-A-Dot snaps.

Vetter Bagman 18-Liter Tankbag
Manufacturer: Vetter Products Inc., Dept. CG, Rantoul, Illinois 61866
Available models: 14 liter and 18 liter
Suggested retail prices: $79.95 and $89.95

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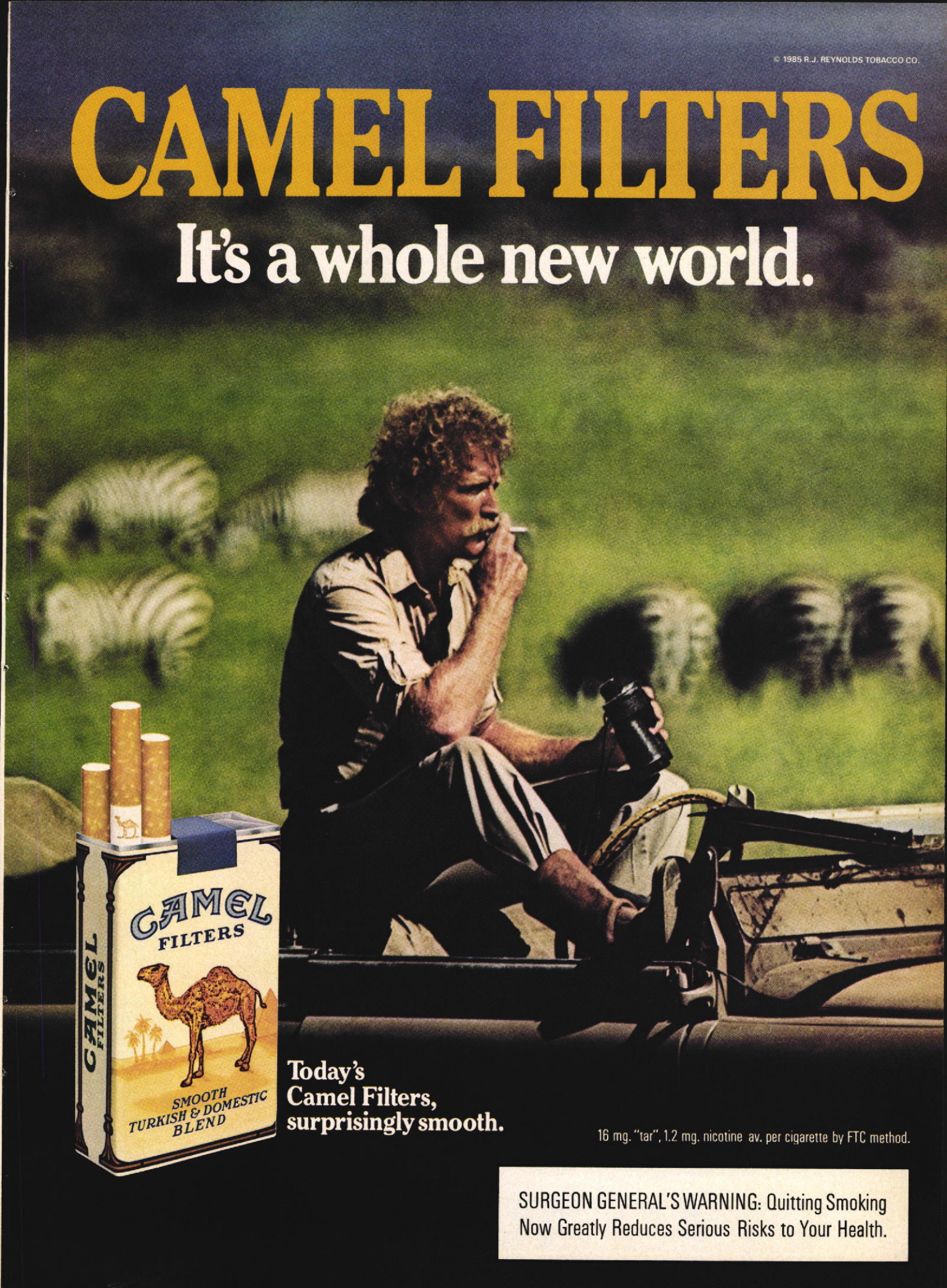

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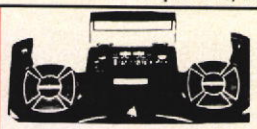

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stebel

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MARZOCCHI

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530 Sprocket Chain Kit.....$82.00
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630V (O Ring).....$62.00
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RK

*530SO O Ring Chain....$44.95
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*Gold.....Add $25.00

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*Chrome.....add $5.00

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Read the fine print. Is the freight included in their price? Ours is included on every item on this page.

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Driver Backrest.....117.00
Rotor Cover with lights.....101.00
Caliper Covers.....64.00
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Pinstriping Kits.....29.00
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Lower Fender Trim.....19.00
Reservoir Cover.....9.00
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Windshield w/vents.....89.00
Timing Belt Cover.....71.00
Frame Covers.....117.00
Carb Covers - Ch.....8.00
Valve Covers.....46.00
Radiator Grills.....62.00
Air Dam w/Lights.....84.00
Cam End Cover - Ch.....9.00
Single Turndown Exhaust.....91.00
Dual Turndown Exhaust.....112.00
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Sundance Grips.....14.95
Hiway Boards.....59.00
Saddlebag Protectors.....42.00
Tourbox Rack.....62.00
Doubleseat w/rest.....279.00
Tote or Travel Bag.....34.00
License Plate Frame w/lens.....15.00
Mud Flap w/Insert.....46.00
Back off Mud Flap.....9.00
Back Off Mud Flap w/light.....46.00
LIGHTS - Rotor Cover w/lights...36.00
Ft. Fender Light.....14.00
Baron Marker Light.....11.00
Taillight Conversion Kit.....31.00
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Turn Signal Sequencer.....44.00
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Diacon Marker Pole.....8.00
Light Cycle Stripes.....from 16.00
Pony Marker Lights.....4.00

80-83 MODELS

Backrest.....117.00
Frame Covers.....94.00
Tourbox Pad.....46.00
Tourbox Pouches.....56.00
Fuel Pump Covers - Ch.....10.00
Carb & Wire Covers.....21.00
Manifold Covers.....26.00
Oil Filter Cover.....18.00
Valve Covers.....36.00
Timing Belt Covers.....61.00

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Chrome Plated Air Dam Assy....89.95
Chrome Plated Accent Panel Set.61.95
Rider Floorboard Set.....279.95
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Deluxe Saddlebag Trim Rail....359.95
Chr.Plated Exhaust Extensions...44.95
Deluxe Rear Mudflap.....24.95
Tour Box Lug. Rack Assy.....61.95
Tour Box Lug. Rack Assy.'85....61.95
Tour Box Trim Rail Assy.....119.95
Tour Box Trim Rail Assy.....119.95
Custom Grips.....24.95
Custom Driving Lights.....169.95
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License Plate Frame.....17.95
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Saddlebag Trim Rail Light Set...59.95
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Rider Backrest-Black.....139.95
Tall Windshield.....69.95
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Nylon Saddlebag Liner.....19.95
Nylon Trunk Liner.....21.95
Sofpack Duffle Bag.....34.95
Intercom Headsets-Open Face...101.95
Intercom Headsets-Full Face....84.95
Headset Extension Leads.....9.95
Yamaha Motorcycle Alarm.....64.95
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Tape-on Antenna.....8.95
Venture Motorcycle Cover.....61.95
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Specify 6 or 12 volt.

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Pass FB Plates.....$17.00
Trunk Lt Accent.....$34.00
SB Lt. Accent.....$43.00
Side Cover Trim.....$34.00
Caliper Covers.....$51.00
Handle Bar Clamp.....$26.00
SB Rock Guard.....$43.00
CH Handlebar Clamp.....$18.00
Lower Accents.....$17.00
Head Light Visor.....$14.00
Hitch Filler Plate.....$17.00
Top Bumper Sig Lts....$199.00
Bag Bumper Sig Lts.....$279.00
Top Bumper Rec Lts....$129.00
Bag Bumper Rec Lts....$199.00

OTHER

GL11 Ex Ext 30º.....$18.00
GL11 Ex Exttd.....$34.00
GL10/11 Radgrill.....$59.00
GL11 FF trim.....$17.00
GL11 FF Accent.....$6.00
I/A License Panel.....$34.00
82Asp Tank Rack.....$17.00
8 x 12 Trunk Rack.....$26.00
8 x 17 Trunk Rack.....$34.00
GL11 Side Cover Acc.....$6.00
GL11 Fairing Bra.....$59.00

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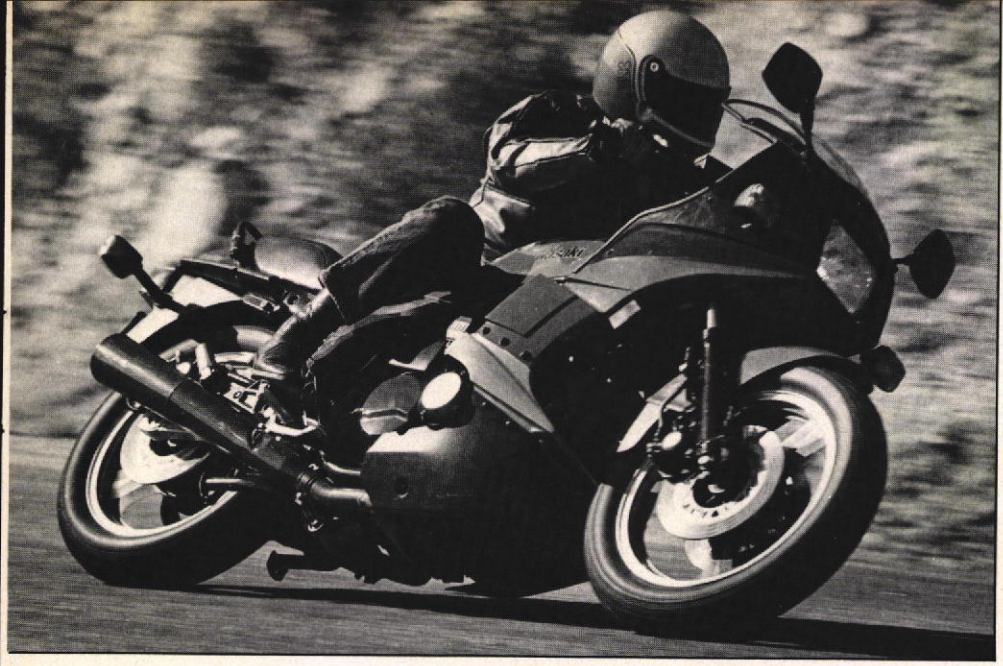

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ROAD TEST:

Kawasaki 750 turbo

The last of the boost-hill brawlers.

• Once touted as motorcycling's Great Light Hope, turbocharging promised to deliver middleweight motorcycles with heavyweight horsepower. But when turbobikes answered the opening bell, they weren't much lighter—or faster—than the literbikes they were supposed to outperform. Yet even though the promise of turbocharging was never completely fulfilled, and turbobikes retired from the ring one by one, there's still one in there swinging—Kawasaki's 750 turbo.

To create the 750 turbo, Kawasaki sent its GPz750 to training camp and enrolled the engine in a body-building program that included fitting not only a Hitachi turbocharger, but Kawasaki's Digital Fuel Injection, as well. The GPz's chassis got a workout, too, one aimed at improving its already impressive high-speed stability: The turbo sports a 1.5 degree increase in steering head angle over the GPz, bringing it to 28 degrees, and 117mm of trail, an increase of 14mm.

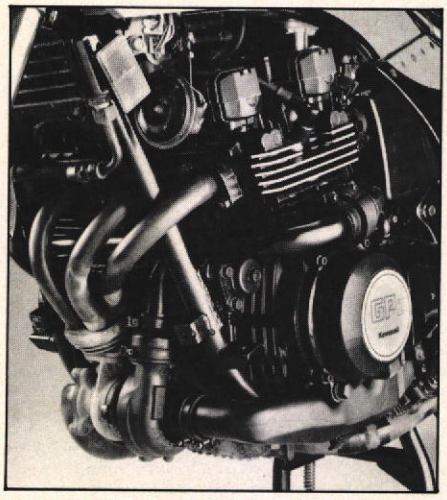
As a result, the turbo's 739cc engine packs the power of Smokin' Joe Frazier's right cross, and the chassis is extremely stable at speed. But that stability comes at the expense of overall agility; the turbo's steering feels slow and heavy around town, and puts the 532-pound bike on the ropes on tight, twisty roads, as well. There, turbo lag—which delays the engine's punch until boost comes on at about 3500 rpm—and the 750's chassis geometry inhibit it from matching the quick throttle response and nimble footwork of some other sportbikes.

The bike doesn't fight with finesse, however; it prefers to brawl where there's plenty of room to swing, like on wide-open roads with smooth, constant radius sweepers. There, its slow handling isn't as much of a handicap, and the firm suspension contributes to the bike's steady feel at speed. Plus, with the tach showing at least 5000 rpm there's plenty of boost on tap, and the engine responds with the immediacy and potency of a literbike.

But between bouts on the backroads, the turbo's brawn shortchanges its day-to-day performance somewhat. Although the fuel injection provides instant starting and clean carburetion, off boost the engine lacks the low-end muscle of the standard GPz750. And while the seating position—virtually identical to that of the GPz's—is comfortable even for 6-footers, the short, clip-on handlebars contribute to the steering's heavy feel, and even at its softest settings the stiff suspension sends short jabs to the rider through the seat and grips over small, abrupt paving irregularities.

Still, those trade-offs aren't enough to sucker-punch the turbo's desirability. Although turbo lag and heavy steering keep it from being in the same class as contemporary big-bore sportbikes, the 750's one-two combination—stable handling and a turbo-assisted haymaker—provides tantalizing evidence that turbobikes have been contenders. And even though this slugger's career is almost over—Kawasaki has no plans to build turbos in '86—it's far from washed up. For all the proof you need, grab a handful of throttle and hang on—the instant boost comes up, the 750 turbo will make you feel like you're wearing Golden Gloves.

—Jerry Smith



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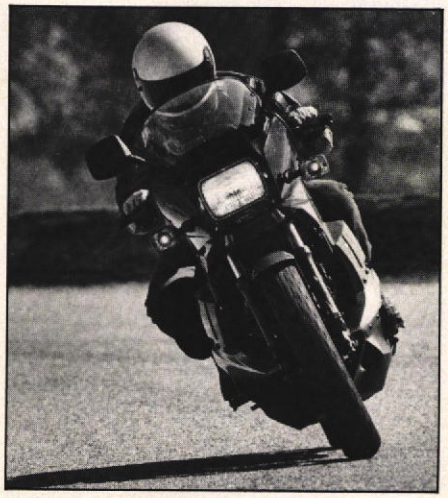
Turbo and DFI give 750 its knockout punch

One telegraphed by turbo lag, though.



Going a round with the 750 turbo

Heavy steering slows its footwork.

KAWASAKI 750 turbo

Importer: Kawasaki Motors Corp.
2009 E. Edinger Ave.
Santa Ana, California 92711

Category	street
Suggested retail price	$4049
Engine type	turbocharged four-stroke transverse vertical four
Valve arrangement	double overhead camshafts
Bore and stroke	66.0mm x 54.0mm
Displacement	739.0cc
Compression ratio	7.8:1
Carburetion	Nippodenso electronic fuel injection, four 30mm throttle bodies
Gearbox	5-speed
Front fork/wheel travel	Kayaba air-spring, 37mm stanchion tube diameter, 3-position adjustable brake-actuated hydraulic anti-dive/ 5.1 in. (130mm)
Rear shock/wheel travel	Kayaba air-spring, 4-position adjustable rebound damping/ 4.3 in. (109mm)
Weight	532 lbs. (241.3kg)
Wheelbase	58.3 to 59.8 in. (1482 to 1518mm)
Seat height	30.6 in. (776mm)
Steering head angle	28.0 degrees from vertical
Front wheel trail	4.61 in. (117mm)
Best ¼-mile acceleration	11.441 sec., 118.89 mph (191 kph)
Top speed (observed)	141 mph (227 kph)
Stopping distance from 60 mph	135 ft. (41.1m)
Fuel consumption	40 to 54 mpg (17 to 23 km/l)
Warranty	12 months, unlimited mileage
Available color	black-and-red only

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—Cycle World

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Ann Arbor, Michigan 48106

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24-KARAT CHRISTMAS

Blue Chip Wish List

When only the very best will do.

BY JERRY SMITH

Every year about this time, we're all faced with the most puzzling dilemma of the holiday season: What qualifies as the perfect Christmas gift? And although it seems there are as many possible solutions to this dilemma as there are people to buy gifts for, CYCLE GUIDE's Blue Chip Wish List has the answers.

But this is no ordinary list, made up of motorcycling's equivalents of a hand-painted tie. Every item here would do justice to Neiman-Marcus, and in some cases might raise eyebrows among even the most jaded Gold Card holders.

Any Christmas list capable of such a feat should be filled with the stuff of dreams, and at CYCLE GUIDE we dream big. Among the suggestions here, you'll find a $28,000, 170-mph Grand Prix roadracer from the Freddie Spencer collection, a cellular telephone to keep you in touch with Wall Street from the saddle of your Limited Edition, and trinkets such as a gold-plated drive chain and a Ducati you can hold in your hand.

So dream with us now, not of sugarplums and reindeer, but of exotica and the perfect Christmas gift for any deserving motorcyclist—including yourself.

Continued

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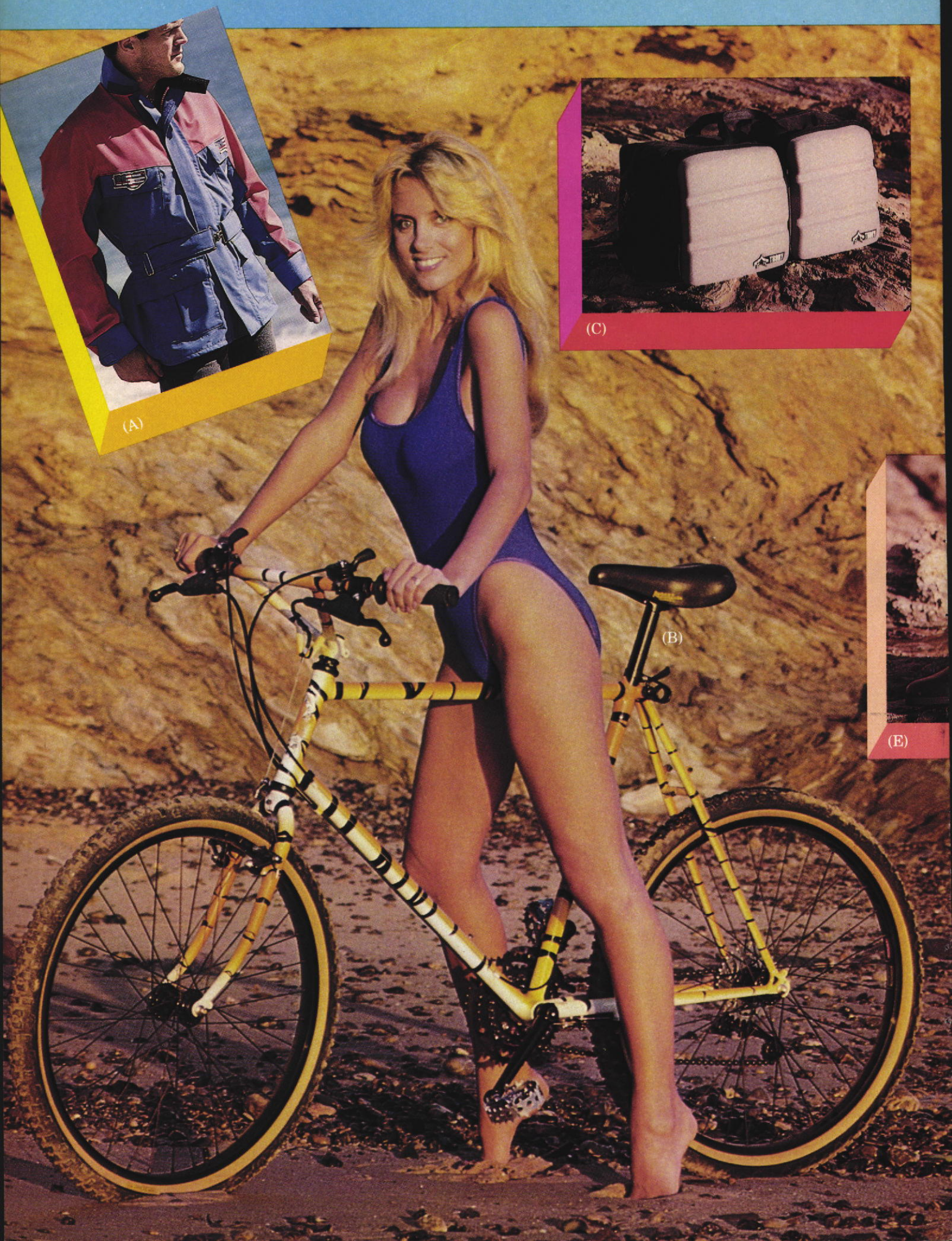
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(B)
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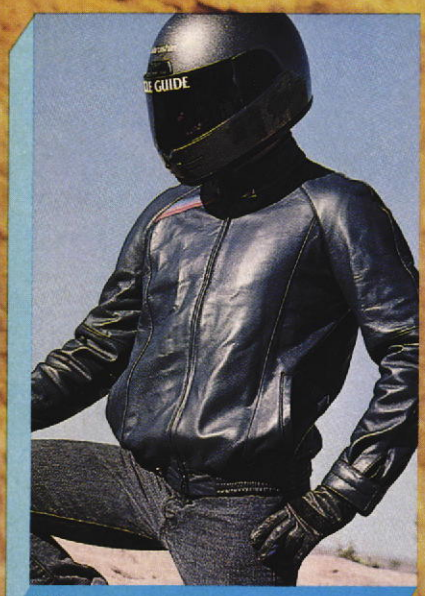

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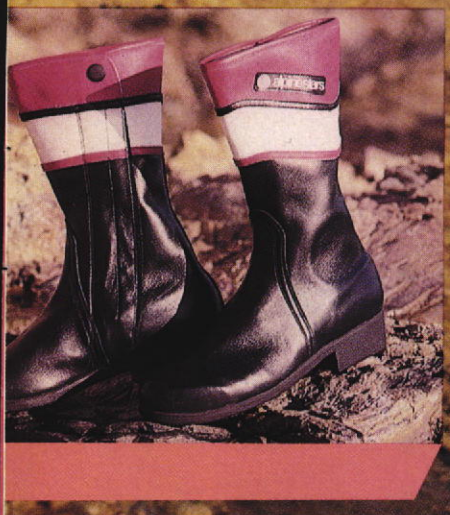
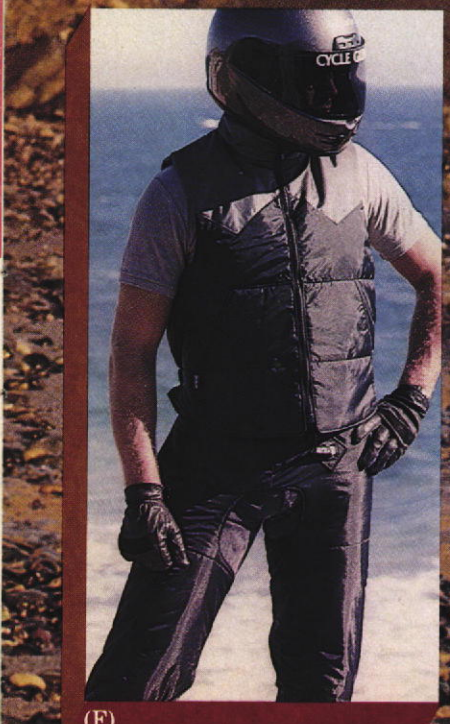




(F)

(G)

(H)

(I)

(A) Beat the cold realities of foul-weather riding with the ISDE Professional Enduro jacket from Malcolm Smith. Made from Gore-Tex, MS claims its ISDE jacket is completely waterproof, and it comes in sizes S–XL for $159.95 from Malcolm Smith Products, Dept. CG, 7563 Indiana Ave., Riverside, California 92504. (B) Get in shape—really *great* shape—for off-road riding and save gas at the same time with this handmade Mt. Tam mountain bike. It features 18 speeds, a chromoly frame and custom paint. The 28-pound bicycle sells for $2099 from Fisher Mountain Bikes, Dept. CG, 1501 San Anselmo Ave., San Anselmo, California 94960. (C) Can't choose between soft or hard luggage? Tracy's folding gear bag is a little of each, with two 756-cubic-inch semi-hard-side compartments and a 2275-cubic-inch center compartment, as well. Cost is $149.95 from Tracy Design, Dept. CG, 224 S. Milpas St., Santa Barbara, California 93103. (D) It's almost too nice to ride in—but do it anyway. BMW's M Style jacket, made of supple lambskin with two outer pockets and a full-length back pleat, is available in blue only, in sizes XS–XXL for a suggested retail of $338 from BMW of North America, Dept. CG, BMW Plaza, Montvale, New Jersey 07645. (E) It might be tough to fill Kenny's shoes, but it's easy to wear his boots. Alpine Star's Kenny roadrace boot is fully leather-lined, has a Velcro-covered side zipper and is resoleable, too. Kennys are $119 per pair in sizes 7–13 from Motorace, Dept. CG, P.O. Box 861, Wilbraham, Massachusetts 01095. (F) Finally saved enough for that tour of Greenland? Be sure to pack Eclipse's electric vest and chaps, which feature a waterproof nylon shell, Thinsulate insulation and heating elements throughout. The vest is $99.95 in sizes XS–XXL and the chaps, in sizes S–L, are $79.95 from Eclipse, Dept. CG, P.O. Box 7370, 261 Jackson Plaza, Ann Arbor, Michigan 48107. (G) Even Freddie himself would look good in the Spencer jacket from Segura. Jackets in sizes 36–54 in black or burgundy/gray start at $151.37, and matching leather overalls are available, too, in sizes 32–38 starting at $158.49. French-made Segura leathers are imported by Engmann Dist., Dept. CG, 951 Oakton, Elk Grove, Illinois 60007. (H) They not only look like something out of Darth Vader's motocross gear bag, AXO's Series 29 gloves offer out-of-this-world protection from rocks and debris, as well, with flexible plastic pads on top and lambskin palms for comfort. They come in red/white and blue/white for $31.95 from AXO Sport-America, Dept. CG, 25702 Rye Canyon Road, Suite E, Valencia, California 91355. (I) If your old sneakers look like the pits, get into a pair of Frank Thomas Paddock Boots for casual wear. These all-leather boots feature terry cloth lining, resoleable rubber soles and padded ankles. Made in three solid colors and four multicolor combinations in men's sizes 5–12 and women's 5–9, suggested retail is $69.95 from Redwood Cycle Scene, Dept. CG, P.O. Box 3192, Santa Rosa, California 95402.

Blue Chip Wish List

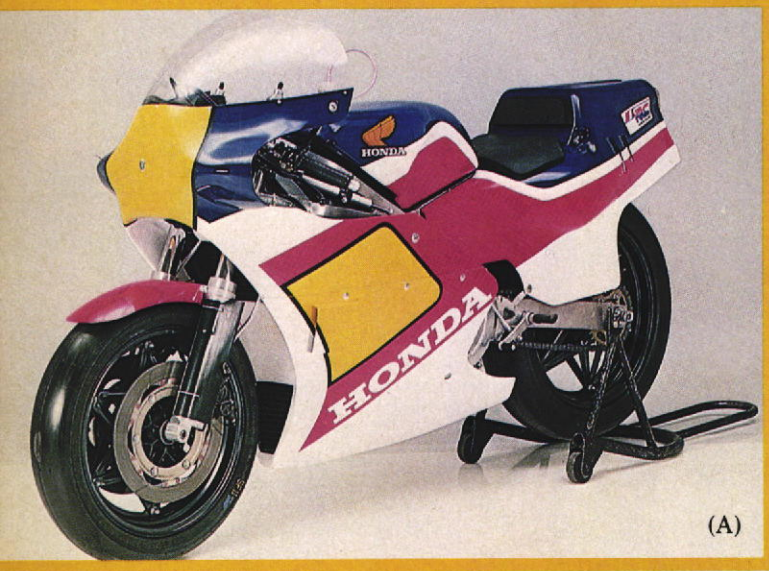
Continued

(A)
Snap-on
(B)
SEIKO
(C)

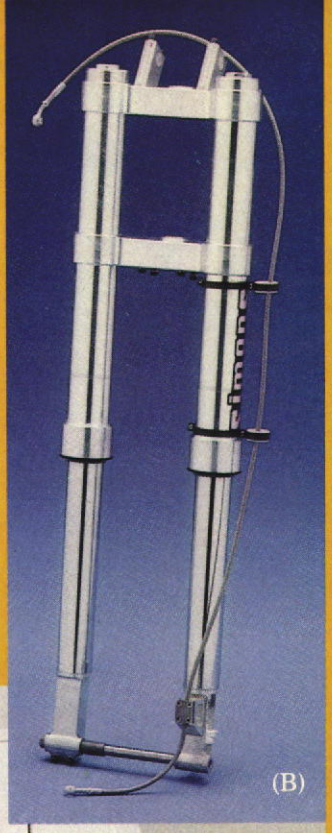
(A) Don't have your manservant using just *any* tools; he deserves Snap-ons, like these. Snap-on's box features four drawers for the 87-piece tool set, which comes in metric or standard. Price for the box is $465.10 and the tool set sells for $1809.15. Contact Snap-on, Dept. CG, 2801-80th St., Kenosha, Wisconsin 53141. (B) If your buddies won't believe the great lap times you claim, show 'em the proof with Seiko's digital stopwatch and printer. A carrying pouch, belt and two rolls of paper are included, all for $225. Time's a-wastin', so contact Seiko, Dept. CG, 640 Fifth Ave., New York, New York 10019. (C) Throw away that coffee can of kerosene and that greasy paint brush; now there's a better way to clean parts. The Washboard's hand-operated sprayer pumps a jet of solvent up from the 2-gallon solvent tank into the 5-gallon dip tank. Suggested retail is $49.95 from Seacliff International, Dept. CG, 2210 Santa Anita, South El Monte, California 91733. (D) It should come as no shock to find that Kenny Roberts and Broc Glover think Ohlins shocks are great, because they use Ohlins on their racebikes. And Ohlins can be tailored to *your* weight, bike and riding ability at prices ranging from $368 to $449. Ohlins are distributed in the United States by Simons, Dept. CG, 2570 Leghorn, Mountain View, California 94043. (E) If you think an NCR Ducati is out of your reach, think again. Here's one by Tamiya that's not only affordable—about $15 retail—but fits on top of your desk, easily within reach. This 1/12-scale plastic model includes rubber slicks, metal shock springs and a roll-off stand. Enter the Battle of Tiny Twins by contacting Model Rectifier Corp., Dept. CG, 2500 Woodbridge Ave., Edison, New Jersey 08817. (F) It's *so* tedious to have to wind your gold Rolex once a day, so when it stops you just buy another. But what to do with all the old ones? Well, you could melt them down into motorcycle parts, but RK has beaten you to it with its Gold O-ring chain, with *real* gold plating. Available in 530 and 630 pitch, suggested retail prices start at $68 for 530 by 100 link sizes. For more information contact FTM & Associates, Dept. CG, 550 W. Regent, Unit 301, Inglewood, California 90301. (G) It's a bit impractical to have the family butler tag along to carry your tools when you ride enduros—after all, he's not as spry as he once was. Instead, take along the Quick-Access Tool Belt. Your tools and spares will be secure and organized in five separate compartments. The Q-A Tool Belt retails for $36.95 from Offroad Products, Dept. CG, P.O. Box 1040, Woonsocket, Rhode Island 02895. (H) Take a quick look at the prototype of this new Bell M2, because the guy we borrowed it from needs it back in a hurry. The motorcycle version will have a larger eyeport and a slightly different 0.080-inch Lexan shield, but the shell will be made of the same graphite/fiberglass co-weave for a total claimed weight of 1100 grams. Retail will be in the $699-750 range from Bell Helmets, Dept. CG, 15301 Shoemaker Ave., Norwalk, California 90650.

Blue Chip Wish List

Continued



(A)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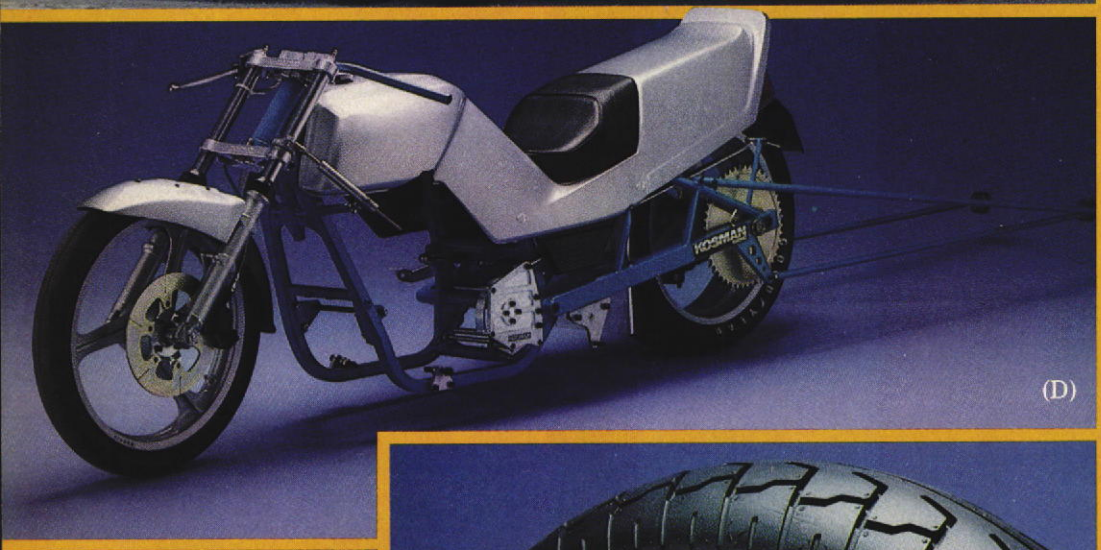


(D)

(E)

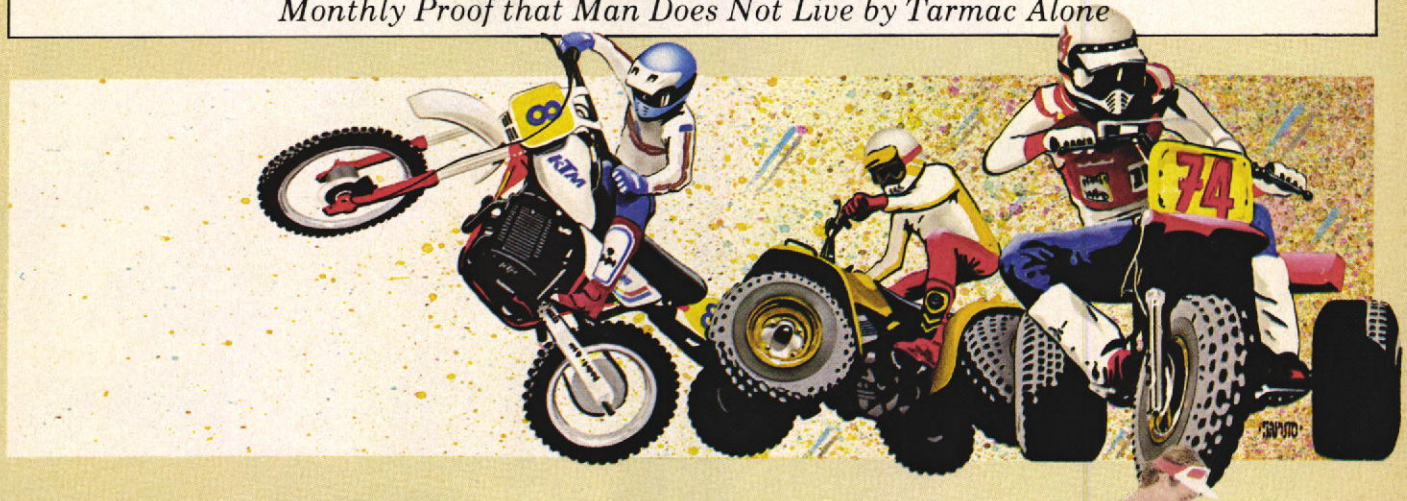
(F)

Blue Chip Wish List

(A) Since Junior's been asking for one of those cute little motorbikes lately, you might as well buy him something truly exclusive, and Honda's RS500 production racer is just the thing. Its two-stroke vee-three motor produces a claimed 125 horsepower at 11,000 rpm, it has a top speed of about 170 mph, and comes with a pedigree that includes a world-championship winner. Just send a certified check for $27,659 and a resume of his racing skills to American Honda, Dept. CG, 100 W. Alondra Blvd., Gardena, California 90247. (B) Simon's UDX-60 fork turned the motocross world upside down in more ways than one. The Simon's fork features 60mm upper tubes, 12 inches of travel and adjustable rebound and compression damping. Claimed weight of the fork, triple clamp and axle is 25 pounds, and suggested retail is $679 from Simons, Dept. CG, 2570 Leghorn, Mountain View, California 94043. (C) Never mind that rusty three-in-one wrench taped to your crossbar—pack a spare *everything* in this fiberglass trailer from Pro-Trac. The 23-foot box is 6 feet high and 90 inches wide, and comes with a loading ramp and a 12-volt lighting system. The price is $6695 from Pro-Trac, Dept. CG, 8381 Katella Ave., Stanton, California 90680. (D) If you absolutely, positively have to be there in nine seconds—or less—just bolt a Suzuki GS1150 engine into this Pro Stock chassis and hang on. The frame is made of chromoly tubing, has a 68-inch wheelbase, and comes with slicks, Pro-Lite mags and a wheelie bar. The complete chassis as shown sells for $6250 from Kosman Specialties, Dept. CG, 340 Fell St., San Francisco, California 94102.
(E) Touring is such a relaxing pastime, but when you're out on the road, you're also out of touch with your stockbroker and Wall Street. You can keep in touch with this bike-mounted cellular phone using either the handset or stock Hondaline headphones. The transmitter fits into the saddlebag and has an optional adaptor for car use. Installed price is $2895 from LA Audio, Dept. CG, 4704 Van Nuys Blvd., Van Nuys, California 91423. Remember; buy low and sell high.
(F) From roadracers to road riders, Dunlop's K700 radial brings Grand Prix tire technology to the street. A true radial with a 90 degree carcass, Dunlop claims its K700 runs cooler, has less rolling resistance and gives 50 to 70 percent better mileage than bias-ply tires. Prices start at $127.76 from Dunlop Motorcycle Tires, Dept. CG, P.O. Box 1109, Buffalo, New York 14240. •

OFF-ROAD

Monthly Proof that Man Does Not Live by Tarmac Alone



PRODUCT EVALUATION:
Malcolm Smith Super Gear Bag

A racer's walk-in closet—with handles.

• You might think that gear bags are all alike, and for good reason: They all perform the same basic function, in the same fundamental manner. But Malcolm Smith's Super Gear Bag offers convincing evidence that gear bags *aren't* all the same. And what sets the MS bag apart from the crowd is its sheer, overwhelming size. Because while the others might be able to carry a racer's bare essentials, the Malcolm Smith bag looks almost big enough to hold an entire *motorcycle.* Indeed, the bag measures a bulging 35 inches by 18 inches by 12 inches, and within its blue Cordura confines there's enough space for—among other things—two helmets, two pairs of boots and enough pants, shirts, gloves and goggles to bankrupt the average racer.

Just as important as the bag's volume, though, is the way it allows you to organize your riding gear. There are four major compartments, the center one being as large as many entire bags on the market. Measuring 18 inches by 18 inches by 12 inches, the center section will take two helmets, pants and shoulder pads with lots of room to spare. A large three-sided zippered flap in the top offers access to the interior, and makes removing bulky gear simple. There's even a small zippered pouch sewn into an end wall, that's handy for stowing gloves, goggles, lenses and all the other small items that normally get lost in the bottom of a large bag.

There's a similar small zippered pouch in the second-largest compartment, as well. And at 18 inches by 8 inches by 12 inches, the section offers sufficient room for a mountain of riding shirts and assorted racing gear. In addition, the MS bag lets you keep muddy boots separate from your other riding gear with not one, but *two* compartments. Each end of the bag will accept a pair of boots, and the floors of the bag are vented to let soggy leather dry. However, those with large feet will find that size 12s are a very tight fit.

But the boot compartments are the only things about the Super Gear Bag that a racer might consider cramped. In fact, there might even be too much room for a lot of average riders. Yet for racers with a well-stocked wardrobe that includes a clean shirt for practice *and* each moto, the Super Gear Bag offers a cavernous, well-organized space to hold it all. It's the next best thing to having your own personal valet at the racetrack. —*David Dewhurst*

© 1985 DAVID DEWHURST

Manufacturer: Malcolm Smith Products, Dept. CG, 7563 Indiana Ave., Riverside, California 92504
Suggested retail price: $62.75
Available color: blue only

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Hurricane's Wind at Unadilla

• Whenever Bob Hannah makes it to victory circle, he usually says something provocative, and after finishing second overall at this year's 250cc USGP at Unadilla, things were no different on the victory podium.

Before raising the trophy girl on his shoulders, Hannah told the epic story of his first-moto victory. "I ate rocks for 40 minutes. I passed (Rick) Johnson, he passed me back. I passed him, I passed the O'Show (Johnny O'Mara, whose 2-1 moto finishes gave him the overall win), he passed me back. I passed him back."

As if that weren't quite enough, there was also the line Hannah repeated several times for Larry Maiers, who was airing

Continued

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a special segment for USA Network's "Motoworld." When Maiers asked him about his second-moto crash with Frenchman Jacky Vimond, Hannah replied, "Some f---ing commie knocked me down." Maiers said he couldn't say that on television, and that they'd reshoot the scene. But when the cameras rolled again, Hannah stuck to his story.

Finally, he stepped up to the microphone and asked O'Mara, "How's it feel to win Unadilla? I've been trying for 10 years and haven't won yet." Then, Hannah said he'd be back next year to try and win again. And that was the best thing he said all day. *—Dain Gingerelli*

The Icebike Cometh

• Motocross, enduro and trials fans might argue the point, but off-road racing isn't limited to riding on dirt alone. There's ice, too, which as any ice-racing fan can tell you, has more uses than merely cooling post-race libations. In fact, ice-racing is growing in popularity, and with that growth comes the inevitable new hardware. And topping the list of machinery built for the next ice age is Jawa's 891.8, powered by a two-speed, two-valve 496cc DOHC single. The Czechbike runs on pure methanol, weighs a claimed 275 pounds, and reportedly puts a cool 51 horsepower to the ice through as many as 160 28mm steel spikes. Jawa's 891.8 isn't yet in production, but its arrival is expected momentarily by frequenters of the frigid oval. After all, the Czechs have always had an inside line when it comes to braving thin ice. *—Larry Works*

ATV TEST:

Honda FourTrax 4x4

Yes, you can get there from here.

BY MARC COOK

PHOTOGRAPHY © 1985 ANDREA KING

• Most Americans crave adventure. And for many, a vehicle with the ability to journey deep into the backwoods—no matter how difficult the conditions or how rugged the terrain—fills the bill as comfortably as Indiana Jones' favorite fedora. Honda's FourTrax has that nomad spirit, too, thanks to its full-time four-wheel-drive system. The addition of 4WD gives the FourTrax the capability to shrug off even the roughest conditions, and transport its adventurer where two-wheel-drive ATV's simply dare not tread. What's more, the FourTrax has the payload capacity to keep Indiana Jones in bullwhips for a week.

But transporting safaris comprises only part of Honda's intentions for the FourTrax. In fact, the 4x4 heads for the showrooms aimed at backwoods ramblers and the plow-pulling segment alike. And to accommodate the latter, Honda's engineers designed the FourTrax to be as robust and bulletproof as a Brinks truck. The result of that philosophy is illustrated by the FourTrax's healthy 570-pound weight, a claimed 65 pounds heavier than the two-wheel-drive FourTrax 250.

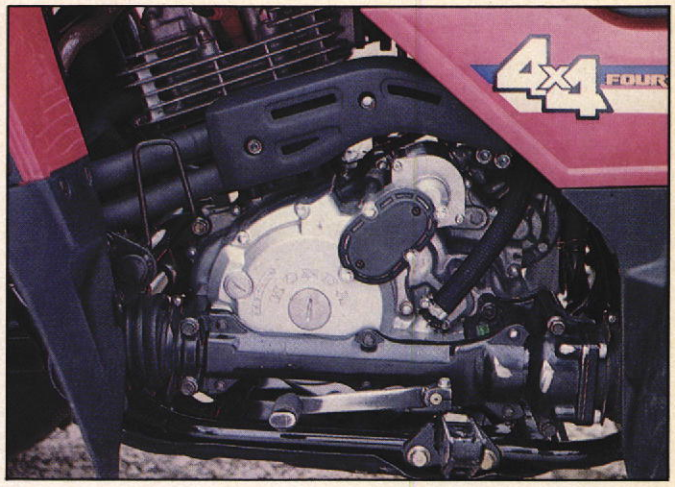
And the FourTrax's steering effort is considerably greater than that required by most other four-wheel ATVs, reflecting its pyramid-class weight. Despite that effort, though, the 4x4 belies its heft when threading between the trees or trolling around at low speeds; then, the 4x4 steers nearly as well as other four-wheelers. The 350.4cc four-stroke engine helps, too, by belting out plenty of low-end and midrange power with crisp throttle response, and the FourTrax's short gearing complements the engine's power curve. In compound-low first gear, for example, the motor can propel the FourTrax almost straight up.

At higher speeds, you'll begin to notice the FourTrax's bulk, where the Honda's tires bounce vigorously over rocks, and can make the 4x4 a handful in rough terrain. Moreover, the FourTrax has a fairly wide turning radius compared to other ATVs, which means you'll be using the transmission's reverse gear frequently in close quarters. That's not a crippling trait, though; the FourTrax's 4WD allows it to go *over* most of what it can't go around. In short, when faced with less than near-vertical hills or waist-deep foliage, the FourTrax is virtually unstoppable.

Getting that style of all-terrain perseverance requires a host of new hardware in the FourTrax. To drive the front wheels, Honda's engineers fitted an additional driveshaft to the bevel gear at the power takeoff for the rear wheel. That driveshaft runs through one arm of the FourTrax's front swingarm to connect to a limited-slip differential at the front axle. The differential allows the front tires to turn at different rates, which then makes the FourTrax easier to turn than it would be with a locked axle. By comparison, the remainder of the running gear seems conventional, albeit as rugged as a pack mule. Both front wheels connect to a solid tube axle with twin non-adjustable shocks and double-leading-shoe hydraulic drum brakes. In the rear, the 4x4 uses the FourTrax 250's shaft-drive arrangement and mechanically actuated single-leading-shoe drum brake.

Honda again turned to the FourTrax 250 for the 4x4 motor's bottom end, using basically the same five-speed-plus-reverse transmission, centrifugal clutch and electric starter. The 4x4 differs, however, in having a numerically higher ratio for first gear, and a more powerful alternator—at 240 watts, the unit is 46 watts stronger than the 250's. Honda's air-cooled ATC350X, on the other hand, donated most of its top end for the 4x4, though the FourTrax's engine uses longer exhaust header pipes and a 3mm smaller carburetor for greater low-end and midrange power.

And the key elements of that mix-and-match marriage of parts—torquey motor, automatic clutch and reverse gear—are as important to the nomadic crowd as an all-day supply of drinking water. What's more, the Honda's 4WD puts those features to good use: Steep inclines or extremely rough ground simply fall to the FourTrax's four-wheel march. But rather than encouraging its rider to attack the terrain, the 4x4 prefers to conquer it slowly, taking Jeep-sized rocks and fallen trees one at a time. Slow speeds allow the Honda to go about its terrain-crushing duties without getting its considerable mass out of shape. All the while, the 4x4's low-pressure tires and soft suspension offer a plush ride, and make the FourTrax a pleasant means of getting in and out of your favorite, most secluded places—or exploring for new ones.



But the FourTrax's level of comfort is just icing on the cake; the 4x4 triumphs in its ability to get you and your gear through trails that would overcome two-wheel-drive ATVs. And it's that kind of go-anywhere scouting quality that places the 4x4 a clear notch over its competition, and gives its rider the kind of freedom to explore that even Indiana Jones could appreciate. •

HONDA FOURTRAX 4x4

Importer: American Honda Motor Co. Inc.
100 W. Alondra Blvd.,
Gardena, California 90247

Category	ATV
Suggested retail price	$2998
Engine type	four-stroke vertical single
Valve arrangement	single overhead camshaft, four valves
Bore and stroke	81.0mm x 68.0mm
Displacement	350.4cc
Compression ratio	8.5:1
Carburetion	one 31mm Keihin slide/needle
Gearbox	5-speed plus reverse
Front suspension/wheel travel	dual Showa shocks/4.1 in. (105mm)
Rear shocks/wheel travel	dual Showa, 5-position adjustable spring preload/4.6 in. (118mm)
Weight	570 lbs. (258.6kg)
Wheelbase	47.4 in. (1205mm)
Seat height	29.9 in. (760mm)
Steering head angle	3 degrees from vertical
Front wheel trail	0.5 in. (13mm)
Top speed (observed)	48 mph (77 kph)
Warranty	six months, unlimited mileage
Available color	red only

Continued

PHOTOGRAPHY © 1985 GEORGE WEGNER

BEST-DRESSED OFF-ROAD HAULER:

Nissan 4x4 Long Bed ST

Because it takes four wheels to get two there.

BY GEORGE WEGNER

• Hauling dirtbikes is something akin to moving a circus; often it seems more like work than fun. But the key to moving anything efficiently is to work with only the best equipment, and shuffling scooters is one task we've streamlined over the years by selecting hardware that works with us—not against us.

This Nissan ST is the subject of our latest adventure in optimal outfitting, and our first pickup to include so many functional accessories. The myriad improvements and additions are intended to enable us to get to the business of testing motorcycles—not our strength or patience.

To that end, we selected Nissan's 4x4 Long Bed ST truck, which includes such standard features as a 2389cc single-overhead-cam NAPS-Z (eight-plug) engine, five-speed gearbox, two-speed transfer case and automatic locking front hubs. Power steering, an adjustable steering column, and an AM/FM stereo radio to take some of the drudgery out of driving are also standard, while an optional air-conditioning package keeps things cool during desert excursions. For our purposes, though, the ST provides only a starting point; for the specialized business of motorcycle hauling, it's ripe for some finishing touches.

The first of those additions includes Durakon's Big Mat and Duragate tailgate protector. The reinforced-nylon bed mat reduces damage to the pickup bed, resists cargo shifting and provides secure footing while loading and unloading. Further aft, the high-density polyurethane Duragate prevents loading ramps and other cargo from scratching or denting the tailgate. As for the loading ramp itself, we used an extruded-aluminum item from Malcolm Smith, which locks to a hardened Master hasp loop bolted to the right fender well. And at the opposite end of the bed, an auxiliary-lighting support bar from Genuine Nissan Accessories bolts to the ST's cargo box, with a forged 7/16-inch Deist safety-belt eyebolt securing the inside corner of each of the bar's four mounting plates. Combined with six Ancra quick-detach tiedown rings, the eyebolts provide tiedown points for up to three bikes, and Ancra Red Snapper tiedowns keep the motorcycles where they belong.

With the ST's carrying capabilities handled, we turned to the truck's off-road abilities, using a set of Goodyear Wrangler Radial all-season 9R15 tires to replace the stock units. Complementing the Goodyears' greater width are Center Line's Championship

three-piece, heat-treated, stamped-aluminum wheels, the same ones used by off-road racing's elite. McGard wheel locks and Tough Nuts help ensure the wheels remain securely mounted. Plus, Taylor Made Wheels provided a simple steel spare wheel, making it less likely to appeal to light-finger artists.

But the wheels are only the beginning of the exterior changes. Molly Designs came

up with a simple but effective striping scheme, employing a pair of dark-blue bands with an integral Nissan logo. Moreover, removing the standard ST bed stickers and the Nissan grille logo simplifies the overall appearance, and blacking out the fender emblems further accents the exterior. Plus, a Nissan combination grille/brush guard package protects the front end from any unwanted metal modification while bush bashing. The guard, together with the Nissan light bar and other accessories, combine to provide the overall look and blue-and-black color scheme we desired.

We again turned to Nissan for accessory off-road and fog lights, made by Bosch, to bolt to the top of the light bar and beneath the front bumper. The ST's standard sealed-beam headlights also hit the trash bin, replaced by quartz-halogen units from Marchal and Cibie. Marchals take the place of the high-beam bulbs and Cibies replace the high/low beam units.

Further electrickery resides inside the cab, with a Model II security system from Clifford Electronics providing protection for our investment. The Model II features a five-digit code that's entered through a dash-mounted key pad, programmable entry and exit delay, panic mode and dual air horns that are also activated by the standard horn button. Additional safety and convenience items inside the cab include a Metalcraft Challenger I Halon 1201 fire extinguisher—the same type of extinguisher carried aboard the space shuttle—and a Mastercraft tool bag. A pair of quick-release buckles keeps the tool bag in place on the floor behind the passenger seat. As finishing touches to the interior, we slipped in a pair of Nissan carpeted floor mats and a palm-filling, asymmetrical shift knob from a 300ZX.

The end result is a truck equipped with some of the finest and most functional accessories money can buy, a vehicle that can serve as a pattern for possible future modifications to our other trucks. But this is the last we'll see of this particular four-wheeler, because we've decided to give this $14,000-plus bikepacker away to one of our readers, as only a part of the grand prize in our 1986 Super $50,000 Sweepstakes. And with a bit of luck—and a donation to the U.S. Postal Service—you might end up with a hauler that would do justice to Ringling Bros. and Barnum & Bailey Circus. ●

Off-road Outfitters

Ancra Corp.
2233 E. Grand Ave.
El Segundo, California 90245

Center Line Racing Wheels
13521 Freeway Drive
Santa Fe Springs, California 90670

Cibie/Marchal—SEV Corp.
33201 Harper Ave.
St. Clair Shores, Michigan 48082

Clifford Electronics Inc.
11750 Roscoe Blvd.
Sun Valley, California 91352

Deist Safety
641 Sonora Ave.
Glendale, California 91201

Durakon Inc.
2101 N. Lapeer Road
Lapeer, Michigan 48446

Goodyear Tire & Rubber Co.
Goodyear Auto Service Centers

Malcolm Smith Products
7563 Indiana Ave.
Riverside, California 92507

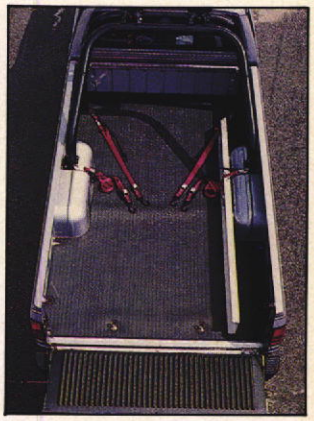
Mastercraft Miller Industries
1165 Walnut Ave., #4
Chula Vista, California 92011

Metalcraft Inc.
718 Debelius Ave.
Baltimore, Maryland 21205

McGard
1852 Kensington Ave.
Buffalo, New York 14215

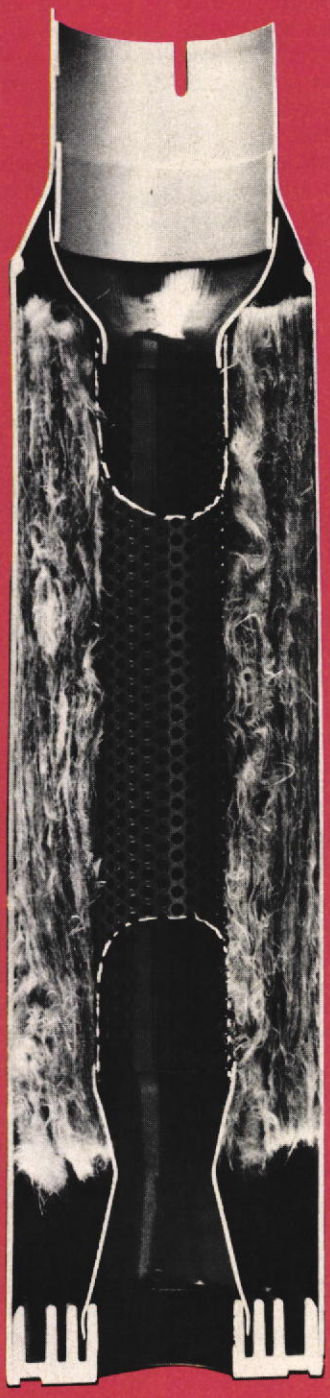
Molly Designs Inc.
15 Chrysler
Irvine, California 92718

Taylor Made Wheels
9220 S. Atlantic Blvd., Bldg. #29
South Gate, California 90280



KERKER SYSTEM K

THE CORE OF SUCCESS



Every exhaust system manufacturer has the "test results" to prove they have the number one system in the market.

The fact is, "test results" can be easily generated. If the test motorcycle is not tuned to the right specifications (stock or aftermarket), performance figures can be manipulated to any level the exhaust system manufacturer wants.

The purpose of this ad is to present a complete test, with accurate results, so you can decide who is number one in exhaust systems.

TEST DESCRIPTION

All baseline performance figures were generated with the motorcycle set to stock specifications. By comparing all other products in the test to this baseline, we got an accurate account of each system's relative potential for improvement.

The test machine was a stock Honda V-45 Interceptor, with a 4-into-2 exhaust system. All aftermarket systems were comparably 4-into-2 units, as recommended by the manufacturer for the Interceptor. All systems were tuned according to specifications set by the manufacturer for street legal noise emissions.

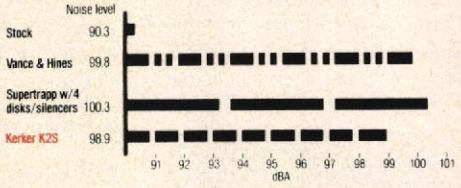
THE GOAL

The purpose of the test was to compare stock and three aftermarket exhaust systems: Vance and Hines Racing, Supertrapp and Kerker. Horsepower, flow and noise levels were examined.

THE TEST

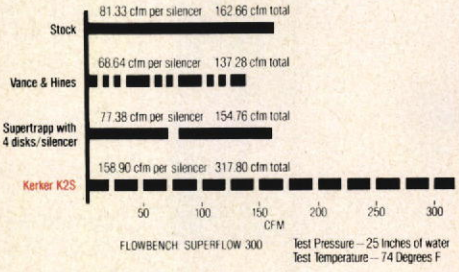
Part One: Noise Emissions Testing

The stationary testing procedure, ANSI/SAE J1287 MAR 82, was utilized. This test is recommended by the Motorcycle Industry Council for testing an in-service motorcycle. The noise emmission standard is 99 dBA for stationary examination procedures.



Part Two: Flow Testing

The Flow Bench measures the efficiency of the exhaust system. A standard volume of air, at a standard temperature and pressure, is applied to the input end of the system, and the output is measured.


Stock
81.33 cfm per silencer 162.66 cfm total
Vance & Hines
68.64 cfm per silencer 137.28 cfm total
Supertrapp with 4 disks/silencer
77.38 cfm per silencer 154.76 cfm total
Kerker K2S
158.90 cfm per silencer 317.80 cfm total
50 100 150 200 250 300
CFM
FLOWBENCH SUPERFLOW 300
Test Pressure – 25 Inches of water
Test Temperature – 74 Degrees F

Part Three: Dynamometer Testing

Contrary to popular belief, dynamometer testing does not measure horsepower. It measures engine revolutions per minute (rpm) and observes a torque figure at each rpm. Horsepower was calculated according to mathematical formulas. All testing was done in 500 rpm, increments.

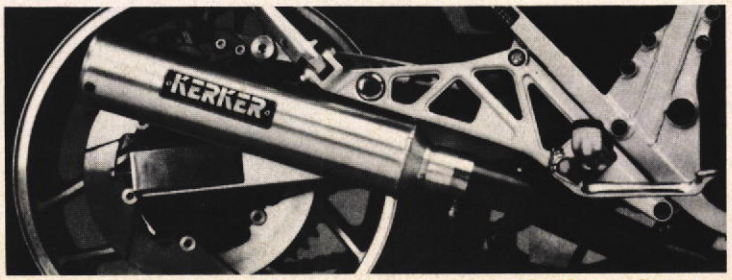
Dynamometer Testing Results, Peak BHP

Exhaust System	Observed torque	Corrected horsepower
Stock	138.5	71.10
Vance & Hines	127.0	69.37
Supertrapp 4 disks/silencer	134.0	73.41
Kerker K2S	145.0	75.47

CONCLUSION

Kerker has always been recognized as the leading manufacturer of exhaust systems. Our success is the "core" of the exhaust system: a design that works.

With Kerker, you get: increased horsepower, more flow, less noise and proven test results.



Kerker exhaust systems are available direct by mail. Prices start at $169.00. Call for specific price and application information.

KERKER
7900 Deering Avenue
Canoga Park, CA 91304
Outside California
(818) 999-3060
Toll Free
(800) 423-5246
California Only
(800) 382-3689

Kerker kicks ass...not only on the race track, but also in R & D.

SPORT LINES

Cycle Guide's True Tales of Racecourses, Dark Horses and Machines at Speed

BY DAIN GINGERELLI

Laguna Seca

A wheelie big show.

• For the most part, Formula 1 racing don't get no respect in the United States. The AMA isn't sure what to do with it, few racetrack entrepreneurs promote it enthusiastically, and the France family, the czars of Daytona, relegated it to support-act status at the Florida track in 1985; for '86, they've canceled the act completely.

Not at Laguna Seca, though. There, F1 racing gets the attention it deserves, as the greatest spectacle in U.S. roadracing, with a cast of thousands. Tens of thousands of fans attended, too, making for the year's largest crowd at a motorcycle roadrace. And they came to see the star attraction, Kenny Roberts, lured out of retirement to display his own special magic act as he forced his Yamaha OW81 vee-four through Laguna's nine turns. But the race—and the show—that evolved between Roberts and his perennial Laguna Seca adversary, Randy Mamola, was a bonus nobody expected. You see, KR had memorized his lines and appeared to have things under control on Saturday when he took the pole position with a lap time of 1 minute 6.488 seconds. The leading role at the Laguna Seca National, it appeared, would belong to him for the sixth time in his career.

Races aren't won on the pole, though, something Mamola was out to prove. Honda supplied him with all the ammunition he needed, too, lending him one of only three NSR500 vee-

Continued

Roberts' and Mamola's wheelies stole the show.

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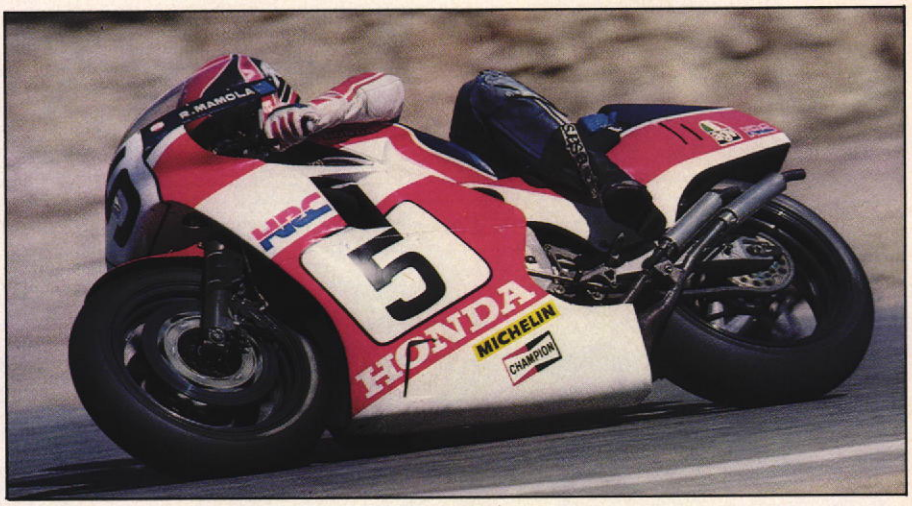
fours in existence. The NSR's presence took on an added importance, as well; Laguna was the only race this year where Honda and Yamaha's GP rivalry spilled over onto a U.S. racetrack. Or, as one Honda spokesman said about the delivery of the NSR for the race, "Do you get the idea that Honda wanted to take some of the wind out of Yamaha's sails for this race?"

In fact, the delivery of first-string GP bikes by Yamaha and Honda underscored the importance that Laguna Seca has for the American roadrace scene. Indeed, Laguna has become the haven for F1 racing in this country; previously only Daytona could boast the same level of factory involvement and depth of rider talent, with GP-caliber machines and pilots. Consequently, Laguna's stature, coupled with Roberts' participation—a result of forceful persuasion and a hefty paycheck by promoter Lee Moselle—set the stage for the greatest roadrace show in America. And what a show it was, with Roberts and Mamola performing 120-mph wheelies and two-wheel drifts during both 100-kilometer heat races.

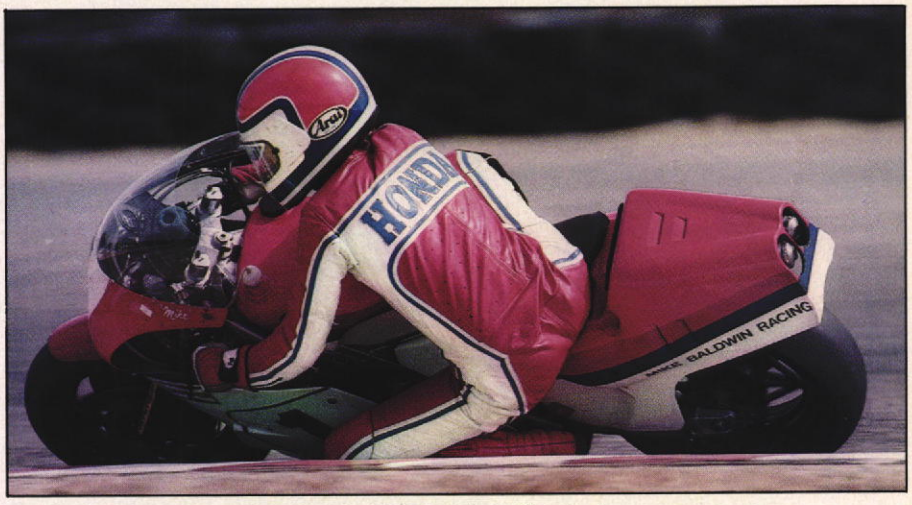
The first episode of this year's show began with Honda RS500-mounted Mike Baldwin, the defending AMA F1 champ, leading Roberts, Mamola and a host of other RS500 riders (including Miles Baldwin, Doug Chandler, Randy Renfrow, Ted Boody, Jeff Haney and Alan LaBrosse) on the first lap. Then, having warmed up their bikes' slicks, Mamola and Roberts got down to business, lofting their front wheels into the air while exiting every corner. True, there was an element of showmanship in the long, high wheelies, but Mamola confided during Saturday's practice that his NSR wanted to do nothing *but* wheelie. "I can't hold the front end down," he said. Indeed, there was so much power cascading from the 499cc two-



PHOTOGRAPHY © 1985 TOM RILES

Mamola spent most of Saturday adjusting to the NSR500's habits

Sunday was easier—he won the race.



Mike Baldwin's third-place finish padded his Formula 1 points lead

Leading him to his fourth-straight F1 title.

Carruthers helps Roberts into the saddle

Like good wine, KR improves with age.

The Old Man and the Seat

• Laguna Seca was more than just another race for Kenny Roberts; it was a chance for him to loosen up and get the kinks out. Roberts hadn't raced at all during the past year, and he was scheduled to team with Tadahiko Taira in the Suzuka Eight Hour endurance race only two weeks later. As Roberts explained, he had to limber up his left leg, which he broke late last year in a trailbike crash.

But Roberts found more to worry about than just his leg. After a closed practice session at Laguna the week before the race, KR pulled into the pits, and a bystander asked him why he came in. King Kenny looked up, sighed and said, "Hey, my ass is tired."

Later, during official practice, his right thumb and wrist grew numb from pressing hard against the twistgrip. To take care of the problem, his mechanics taped a foam pad to the top of the gas tank, so he could brace his chest against it and take the load off his hand. As Yamaha's race coordinator, Ken Clark, jokingly put it, "He's getting old."

Roberts, in so many words, said the same thing after Friday's practice, when he came in and Kel Carruthers, his crew chief, examined the OW81's rear Dunlop and said, "Take it easy, you don't have much (tread) left." KR replied, "As slow as I'm going, it doesn't matter."

Those little aggravations were to be expected, though. It was nearly one year to the day that Roberts had ridden a high-powered GP bike such as the OW81. But by Saturday afternoon, he was back in his familiar groove, and captured the pole position with a record time of 1 minute, 6.488 seconds; the King was back. And on the track, he looked as spry as he did when he won his three consecutive world titles several years ago. —*Dain Gingerelli*

stroke vee-four that he ended up using only the first five speeds, giving the NSR's sixth gear the weekend off.

The Roberts and Mamola Show continued in the first heat until lap 22, when KR showed his exhaust pipes to Mamola, and stretched out a wheelie-accented 10-second lead. It was convincing evidence that the King was back, and all he had to do was stave off Mamola in the second heat for his 34th career AMA win. The Show would be rerun for the second 100-kilometer heat, too. As the bikes lined up on the grid, Mamola was overheard telling Roberts, "I told Mike (Mike Baldwin, who was the only rider capable of staying with the duo) that we were going to do wheelies for the first 10 laps or so, then take off." Actually, it was on lap 19 that Roberts again made his move, and it looked like the alternating string of Laguna victories he'd shared with Mamola since 1981 was ending. Then with only a few laps remaining, the OW81's transmission began sticking in third gear, allowing Mamola to forge by, and letting Honda win

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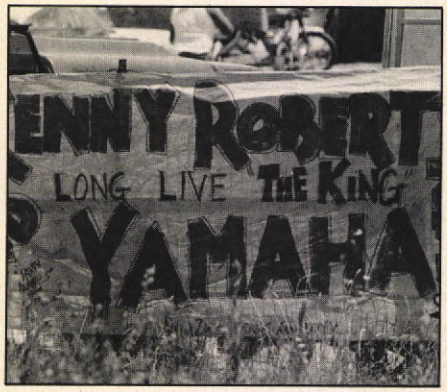

The Turn Nine party animals' message

However, Roberts ended up number two.

Roberts' jury-rigged tank pad

"He's getting old."

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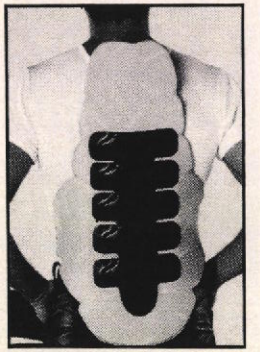

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SPORT LINES *Continued*

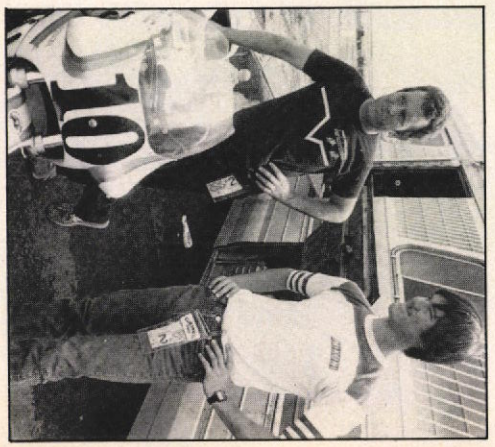
its first Laguna Seca National.

Still, the Show wasn't finished yet. First, Mamola had his moment of glory in victory circle, staging an impromptu near-striptease. Then he settled down at the press conference after the race for a serious talk about F1 racing and the AMA's inconsistent attitude toward the class. "I think there's room for this class (F1) in America," he said. "We put on a good show today; the crowd loved it." As proof, Mamola and Roberts received a standing ovation from the hillside throng on their cool-off laps.

But just when the mood in the press room got serious, Roberts waltzed in as if he owned the place, pointed a finger at Mamola and jokingly said, "You lucked out, you little s---." Act 2 began with a laugh, and it was time to benchrace about Mamola's success and Roberts' failure. Finally someone suggested to Mamola and Roberts that they were just playing during the race, that their wheelies were contrived. Mamola smiled and said, "Can you rephrase that?" Roberts asked, adding, "I didn't think we were that close," indicating that *he* was toying with Mamola in the race, and that the Honda rider had his hands full just keeping up with the Yamaha. More kidding, and more laughing.

It would, however, be naive to think that Roberts and Mamola were dicing for the entire race. Yes, they were playing—to an extent. But they played so they could say, in their own language, how exciting and compelling F1 racing can be. Their statement was that Formula 1 should stay *the* road-race class of the Camel Pro Series, and the best way to say that was by exploding out of Laguna Seca's turns at speeds of up to 120 mph, with one wheel pointed to the sky. It was sensational testimony, the likes of which even P.T. Barnum would have wanted if Laguna Seca were his show.

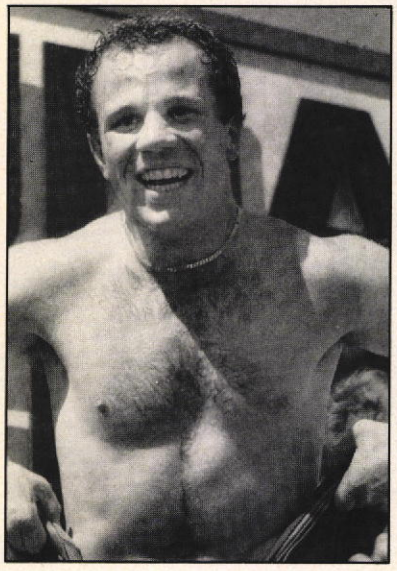
And, yes, maybe Mamola did luck out. But he was just one of tens of thousands of lucky people who happened to witness America's premier Formula 1 race, ... er, show ... of the year.



Jerry Griffith with Doug Chandler

RS500-mounted supporting cast.

Crowd Teaser



• Shortly after winning the Champion Spark Plug Classic at Laguna Seca, Randy Mamola began celebrating with the fans who crowded victory circle. Almost immediately after the winner's wreath was placed around his neck, he took it off and tossed it to the crowd, and with the wreath went the colorful ribbon that said "Champion Spark Plug Classic" on it. Finally, one race official leaned over to him and said, "We needed that for photos." Mamola's response was to the point: "Yeah, but they (the spectators) deserve it."

Mamola wasn't finished, though. Next he tossed his sponsor's hat to the crowd, which drew a loud round of approval; then he flung his sweat-soaked T-shirt to the throng, leading someone to yell for more. All that was left were his leathers and underwear, and one bold female fan asked for the latter. Mamola nearly obliged, doing a striptease act that saw him lower his leather's front zipper to the bottom stop—but he cut it short there. After all, he has to save *something* for next year. —*Dain Gingerelli*

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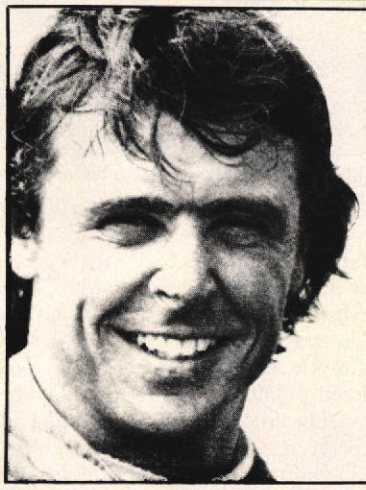

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Pit Bits

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Bubba Shobert slid his way into history at the Stroh's DuQuoin Mile

Adding 20 more points toward his first AMA Grand National title.

• Starring Bubba Shobert: History was made at the Stroh's DuQuoin Mile, July 27, when ABC broadcast the Camel Pro Series race live. It was the first major motorcycle race to be broadcast live over national public television in this country. Bubba Shobert took top billing in the program, too, winning his 13th Mile, making him the winningest rider in that category in AMA history.

• Daytona bound: The France family, owner of Daytona International Speedway, seems bound and determined to put an end to Formula 1 motorcycle racing in the Camel Pro Series. To that end, Daytona will *not* have a Formula 1 race during Cycle Week this coming March.

• Four-stroke popularity: If you don't think Superbike racing can succeed Formula 1 two-stroke competition, hear what one proponent of the four-stroke class has to say: Bill Amick, the AMA's director of competition, pointed out that Australia has about 150 major races a year, mostly run with streetbikes, "and I don't think there's a two-stroke in a one of them."

• Add Amick: As far as F1 two-strokes are concerned in this country, particularly vee-fours, Amick said, "It's probably good that there aren't a whole lot of vee-fours, because there aren't too many people that can ride them."

• The Ride Stuff: And what exactly does it take to ride one of the 500cc vee-fours? According to 500cc world champion, Freddie Spencer, a smooth throttle hand. "On the 500 (vee-four), you've got to have finesse. If you don't, you end up in the bushes."

• Oh, no, Mr. Wayne: In one respect, the vee-threes aren't much different from the vee-fours. Wayne Rainey, who spent 1985 learning to ride his Team MacLean Honda RS500 triple—and winning a couple of AMA Nationals in the process—said, "When you ride them (RS500) 100 percent, it's always an 'oh, no' situation."

• Let the people decide: Shortly after his Laguna Seca win this year, Randy Mamola talked about Formula 1 racing in the United States. Mamola's stance obviously favors F1, and he'd like to see the class not only survive, but thrive in this country. Finally, he suggested that the question be put to the people he believes really matter—the fans. "Let's ask them," he said. "Have the magazines take a poll, or something."

• Spencer for Yamaha: Although Freddie Spencer won his 250cc world championship aboard a Honda, he spent some of his time on a Yamaha in the course of winning his 500cc title. As Spencer told the story about his crash with Yamaha-mounted Christian Sarron at the Assen TT last July, "I almost got to ride an OW (81) at Assen this year. When Sarron crashed into me, I got entangled in his bike, and rode (Spencer and the Yamaha were actually on their sides) with it for a few feet."

• Quote Department: Only a week before Randy Mamola won Laguna Seca, he crashed at the Belgian GP, and tore the skin to the bone on his right ring finger. He got a skin graft the following Tuesday, and by Thursday, he was practicing for Laguna on his Honda NSR500—against doctor's orders. "He's a good surgeon," Mamola said about the physician who patched up his finger, "but he doesn't understand about athletes and racers. He's used to (dealing with) people doing normal work."

Winners & Losers

Fast Freddie Spencer Takes on the World

"Hi; do you recognize me?"

• Don't be surprised if you turn on your television some day and see Freddie Spencer making a pitch for the American Express card. Spencer would be the perfect candidate for the commercial's opening line, too, because outside of motorcycling, few people *do* know who he is. Even those that do might have a hard time recognizing the tall, thin man wearing the grey wool suit in the commercial.

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Spencer, for one, wants to change that, to make himself more identifiable, and he's already gotten a head start. While he was busy winning both the 250cc and 500cc world championships this past season, he spent his spare time testing *and* making appearances on European television talk shows. In short, Spencer became a celebrity, someone the average European easily recognized—and he liked that. But when Spencer—the returning victor, the double world-champ—got back to the United States, he received the same small, chilly reception he got in 1983, the same ones Kenny Roberts and Eddie Lawson got when they won their world championships. "What I do deserves some respect," he said at the end of the season. "A lot of riders feel that way."

That idea got Spencer to thinking; why not make himself and other racers more recognizable to the American television public? It wouldn't be an easy task to change the generally held belief that motorcycle racers are little more than hard-riding fools, but then, neither is riding a 180-mph two-wheel projectile, something Spencer obviously has mastered. Besides, he likes a challenge; as he said, "I'm really aggressive, there are no two ways about it. I hate to lose."

Spencer isn't sitting idly by, waiting for recognition to come his way, either. Like he said, he's aggressive, so he went out looking for opportunities. And his first appearance was a guest spot on "Sport Focus," a cable television talk show hosted by basketball great Julius Erving; Doctor J, if you will. That appearance led to a special taping of Spencer's own talk show, a video that will be distributed this winter to youth groups and high schools throughout the nation.

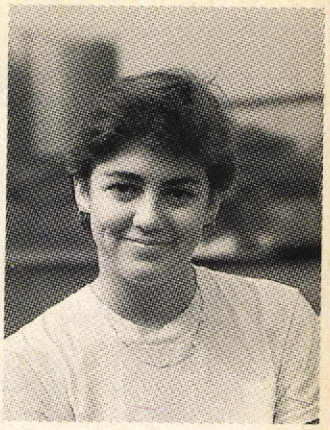
Of course, cable television is still considered small potatoes compared to regular network programming, the prize Spencer is really chasing. He realizes, too, that achieving that end will take time. Consequently, he's willing to wait, and pay his dues by landing spots on local talk shows, with the hope of attracting attention from some of the network programs. Then, after a spot on, say, "The Johnny Carson Tonight Show," a couple of appearances with "Merv Griffin," added to a stint on "Donahue," Spencer's boyish grin and lazy brown eyes would certainly become a familiar fixture in American living rooms.

But what would Johnny, Merv and Phil ask the 23-year-old world champion? "What's it like to crash at 100 mph?" "Do you really have a death wish?" Perhaps, and Spencer even agrees that motorcycle racing would comprise the bulk of any discussion. Still, he'd like the talk to be directed in a positive vein. More than just the thrill of victory, he wants to talk about safety on the track, and the sportsmanship and fair play of racing. He'd also like to show TV viewers that he—and other motorcycle racers—have interests other than racing. Spencer, for instance, is a veteran of several celebrity golf tournaments, and while Fast Freddie was winning hundreds of WERA club races as a teen-ager, he also helped his high school basketball team qualify for the Louisiana state championship. There's more, such as his engagement to Sarie Joubert, this year's Miss Louisiana, or his involvement with his church.

In short, Spencer wants to convey the image of a normal person; one who does things other than race motorcycles. And once he and other riders make it known that racers are more than just daredevils who mumble like Marlon Brando or perform Evel Knievel-like stunts, maybe then the sport can elevate itself closer to the stick-and-ball sports that dominate America's airwaves.

That's Freddie Spencer's new goal. And judging by his track record, odds are he'll succeed. —*Dain Gingerelli* •

I Love EUROPE



Hi, I am Barbara Marshall from Princeton, New Jersey. My friends and I have toured in New England, the Midwest and most Western States. Last year we decided to go to Europe. We did it the easy way: On the Alps-Europe-Britain-Tour conducted by Edelweiss Bike Travel, we saw a good cross section of Europe. They flew us and our motorbikes to London, we toured the English countryside in Northern France we sampled the Champagne of the region and the French cuisine. We stayed in nice hotels, hand picked by Edelweiss. We toured some of the most incredible passes in the Swiss and Austrian Alps and we had a good time in Munich's Hofbräuhaus. The group we travelled with, was a fun-loving gang. Our European guides showed us the best roads to take and the good places to eat. It was really a great trip. My friends and I are planning to go on the Edelweiss-Tour to North Africa next year!

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H-D INTRUSION

A few years ago, Harley-Davidson ran a full-page ad of a wooden crate with its logo on the side. Above it, in bold letters, was "OK Japan, your next prototype custom is ready."

From the appearance of the Intruder (July 1985), it seems Suzuki was the first and only one to arrive at the dockyard. Suzuki should run a simliar ad with Japanese workers crating an Intruder and the words "OK Harley-Davidson, *your* next prototype custom is ready."

Dave Di Lanzo
Sault Ste. Marie
Ontario, Canada

AIN'T THAT AMERICA

You harrassed and picked on Harley-Davidson's new 883 Sportster (September 1985). Only two pages weren't your usual "I love this Japanese stuff."

Why is it so hard to understand that "extras"—belt drive, rubber mounting, double-disc brakes—cost more? Sportsters have always vibrated. Most folks realize there's not a toolkit or centerstand, but Honda—oops!—CYCLE GUIDE may not. Someday you'll understand that to know a Sportster is to love a Sportster.

B. J. Tracy
Carson, California

THE "OLD" LOOK

Don't send me any more issues filled with old motorcycles, especially that "new" Harley-Davidson that looks like it was around since President Reagan was a kid. If you must do stories on Harleys, find out why they only seem to appeal to people with the personality of an open septic tank.

V. M. Latten
Charleston, South Carolina

So, Latten, what appeals to those with the personality of a closed one?—ed.

THE SHADOW KNOWS

We appreciated Jim Miller's article about the 1952 Vincent Black Shadow (September 1985). As the owner of two Vincents, I'm glad he finally had the chance to enjoy motorcycling basics as espoused by Vincent.

In owning and riding one, there's a connoisseur's pleasure, like a fine wine or painting. Beyond the product is an intangible art missing in most things sold today. Then there's the tremendous amount of b.s. surrounding any semi-mythical vehicle, stories that should make the teller's nose grow to inordinate proportions. The Vincent was, is and will be an example of a courageous designer who produced one of the outstanding machines of the last 50 years.

Stephen Kramer
Lewisville, Texas

EVOLUTIONARY ISSUE

Just when I'm about to dismiss your staff as a motley group of cretinous Neanderthals, and do something obscene with my subscription form, you turn around and do something really good.

Not one but two articles have justified your continued existence: the Vincent Black Shadow and the Indian Motorcycle News (September 1985). Extremely well done! But the Vincent headlight is incorrect; it takes an 8-inch Miller, and I think the one on it was a 7-inch Lucas MV42.

Paul V. Campbell
Stockbridge, Massachusetts

YE OLDE CYCLES

Your September issue was fantastic. The articles on the Indians and the Vincent really caught my eye. Let's see more articles on antiques or classic motorcycles.

D. J. Legendre
Dallas, Texas

VIVA VINCENT

Your September issue was good as usual, but better for the Vincent article by Jim Miller. It's nice to read about one of yesterday's famous bikes. Many Vincents are alive and well today, lovingly restored and maintained by riders not convinced there are only Japanese bikes. Let's have more articles like this in future issues.

Frank Doherty
Hawthorne, California

HEARTBREAKER

About the Honda NS400R in your September issue: I love it, I want it, I can't live without it. Is there any service that can help me get it?

Billy Yermal
Wharton, New Jersey

Sure, the Army can see to it that you get stationed in Japan—ed.

CENTERSTAND DREAM

Your NS400R test (September 1985) mentioned regulations keeping it from U.S. shores. You failed to indicate what they are or how the Yamaha RZ350—a mere 50cc smaller—manages to circumvent them.

You simultaneously speak of your terminal lust for the bike and its unavailability here. Yet there were two on the floor of a local Honda dealership priced at $4500, more than the $2620 you cite.

It's cruel and unusual punishment to tantalize readers with devastatingly desirable but seemingly unattainable dreams. It's like looking at the girls in magazines and knowing they're simply fantasies.

John Joss
Los Altos, California

The NS400R doesn't comply with EPA or CARB regulations; the RZ350 gets around both with catalytic converters. No doubt, everyone *would like to know why the dealer is selling them—ed.*

CHICAGO BLUES

I don't usually do this, but I have to respond to the "To Protect And To Serve" letter (September 1985). I'm a county police officer and was very embarrassed by this officer's attitude. I hope you don't think we are all like that. I would like to apoligize for his attitude toward motorcyclists. I have an Interstate and do a lot of touring, but remind me not to ride through Chicago.

Charles N. Stewart
Woodbridge, Virginia

DOUBLE WHAMMY

Holy cow! First we have the 55 Club (September 1985). I can understand people supporting 55 mph, although I don't. I just can't understand the ignorance of that letter.

Then, we have L.D. I do believe many auto/truck drivers *are* blind to motorcycles. But the most dangerous thing about riding a bike is contending with people like the 55 Club and L.D. They're allowed to drive cars and/or have the capacity to misuse power. And, L.D., a human being is made a "pig" by attitude, not vocation.

John W. Tobin
Renton, Washington

PAY ATTENTION

I'm sick and tired of hearing how stupid and hazardous motorcycles are, particularly from the 55 Club.

They should start paying attention to others on the street, and maybe the number of motorcycle accidents would go down. We do our part by wearing protective clothing and having headlights on at all times. They should do their part and keep those damn four-wheel beasts out of the way, not see how close they can get to a rider before braking or cutting him off.

Let's all wake up and smell the coffee. We cyclists love the freedom only a motorcycle offers, and we're not gonna' give it up!

William Smith
San Antonio, Texas

SAFETY OR DEATH

I'm sick of 55 Club letters implying bikers don't want any laws. We want laws, but real ones. Speed doesn't kill; mistakes do!

Laws are too lenient. They need to be aimed at unsafe drivers and vehicles, not speed. Accidents caused by bald tires should carry a $1000 fine; bad brakes, a $1000 fine; driving while intoxicated, a $5000 fine. If someone is killed because of one of these, the sentence should be the death penalty.

Drivers complaining of distraction from bike headlights in the daytime should get off the road. If that's all the better they can concentrate, they won't see any kids, dogs or joggers, either.

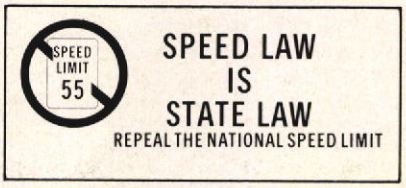
Keith E. Donnelly
Monrovia, California

REVOLTING GROUP

Ladies and gentlemen of the 55 Club: Do yourselves and the world a favor and try a better psychologist; your present one obviously isn't very good. After reading your letters, I joined the AMA to protect myself and other riders from your kind. I hope someday soon our society will fully accept motorcycles. But in the meantime, would you please try some more therapy? I suggest shock treatment; 10,000 volts should be enough.

Paul Jones
Woodbridge, Virginia

Then watt would we do for enlightenment?—ed.



MEMORIES

I would like to thank you for the two stories in the October 1985 issue: the Isle of Man TT by Dain Gingerelli and Nürburgring Riding School by Charles Everitt. I was there when I was in the service, and both stories brought back very pleasant memories.

Robert Forbes
Burbank, California

WHEELS OF FATE

I never thought I'd defend the police establishment, but the ill-conceived logic and arrogance of L.J.K. Setright (Setting It Right, September 1985) requires an answer.

He's very proud of his rape analogy and its rhetorical point. But his description of what unmarked police cars have the *potential* to do and what they might conceivably do has no bearing on his argument. Did or didn't the police provoke him into exceeding the speed limit, driving at 130 mph?

Even without speed laws or police, a motorcycle launched down the road at 130 mph can be just as dangerous as lead fired from a gun. If that's the odds Mr. Setright chooses, fine. But if he's on a public road, he's forcing me to participate in a deadly game I don't wish to play.

Robert Davis
Oakland, California

ABRACADABRA!

"Daingerous" Dain Gingerelli wrote about motocrosser Rick Johnson adopting "Magic" as his nickname (September 1985). When quoting him, Dain referred to "Magic" Johnson, the basketball player, as Marcus Johnson. Though a "magic" player in his own right, Marcus never adopted the nickname. The correct "Magic" is Ervin Johnson of the Los Angeles Lakers. Marcus currently plays for the Los Angeles Clippers.

Karl L. Kuehn
Eau Claire, Wisconsin

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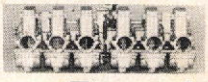
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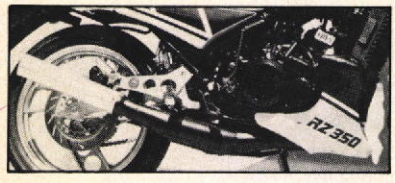

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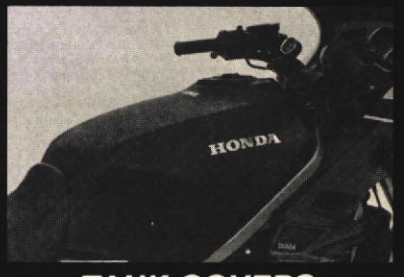

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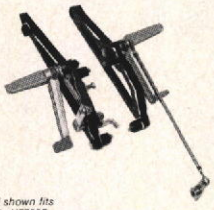

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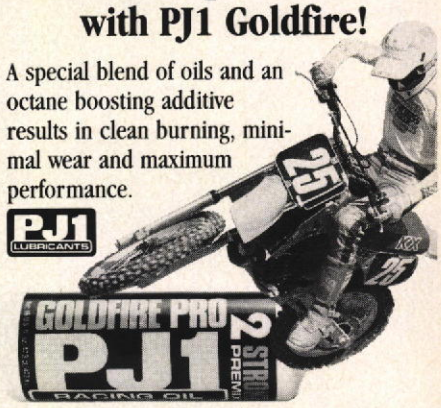

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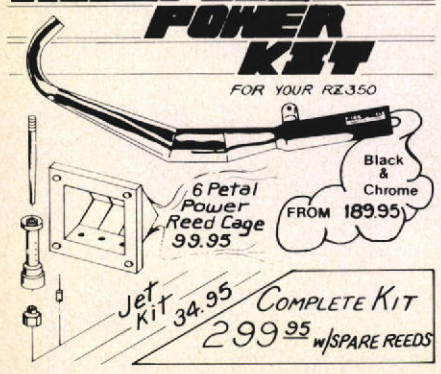

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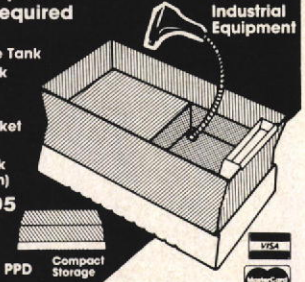

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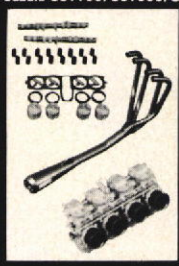

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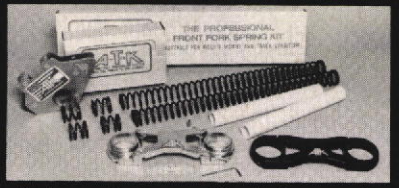

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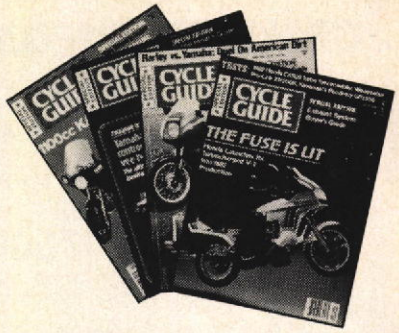

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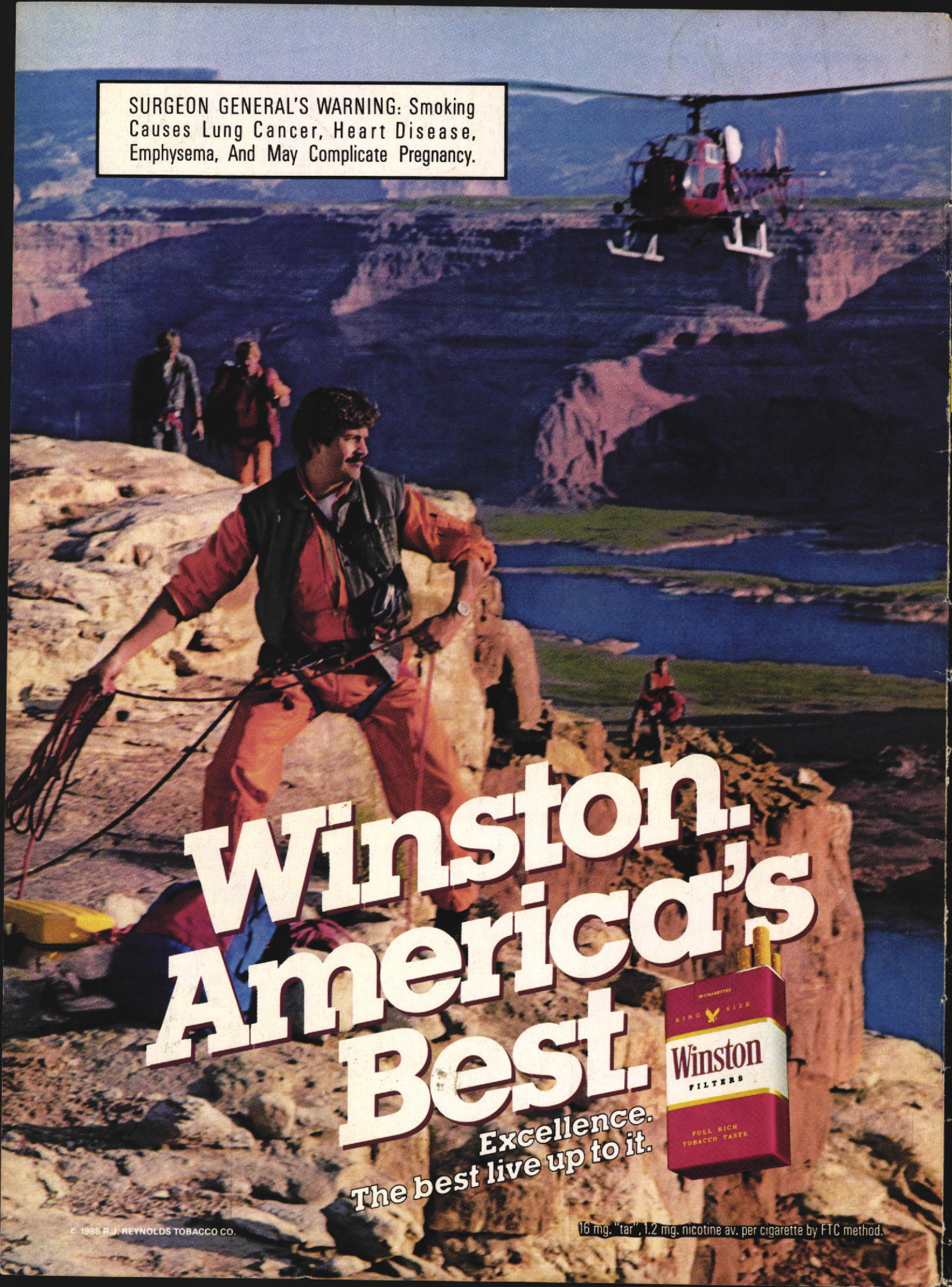
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